The Marker Lamp

Volume 62 Number 1 Spring 2016

Convention Info
page 17

What's your story
page 32

A Market for Brass
page 46

Spanish Moss at the Crescent City Model Railroad Club
page 48

In This Issue

President's Message 3
Up the Tracks 5
Train Room Confessions 8
Operations 12
LSR Convention 17
...RRRduino... 37
Reports 51

The Marker Lamp

The Official Publication of
The Lone Star Region of the
National Model Railroad Association

Volume 62, Number 1

EDITOR
RILEY TRIGGS
1005 Robert E Lee Rd
Austin, Texas 78704-2026
512.636.3521
rileytriggs@gmail.com

ASSOCIATE EDITORS
GERT "SPEED" MULLER
gertmul@gmail.com

BOB BATSON
bobbatson48@gmail.com

ADVERTISING
DONNA ORR
2625 Rolling Meadows Dr.
Rockwall, TX 75087
972.342.8598
dlo-rls@sbcglobal.net

Visit the LSR's web page at:
www.lonestarregion.com

The editorial policy of The Marker Lamp, the official publication of The Lone Star Region, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility. The Marker Lamp is published once each quarter by and for the members of The Lone Star Region of The National Model Railroad Association. Articles appearing in The Marker Lamp are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of The Lone Star Region or The National Model Railroad Association.

Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided. Correspondence relating to Pike Ads and Dealer Ads should be addressed to Donna Orr, 2625 Rolling Meadows Dr., Rockwall, TX 75087 (972) 722-4769 dlo-rls@sbcglobal.net

Cover photo
BNSF Headquarters dispatching center on the 2016 LSR Daylight Special Convention tour this summer

Submission Deadlines & Advertising Closing Dates

Winter Issue	January 15
Spring Issue	April 15
Summer Issue	July 15
Fall Issue	October 15

Internet Post Date:
Approx. 30 Days After Deadline.
Materials received after the deadline will be held for the next issue.

Lone Star Region Call Board

LSR Officers

PRESIDENT
STEVE BARKLEY, MMR
2060 Belvedere Drive
Beaumont, Texas 77706
(210) 653-5947
baylormax@aol.com

VICE-PRESIDENT
BOB BARNETT
2925 Plumb Street
Houston, Texas 77005
(713) 660-8820
Barnett6@sbcglobal.net

SECRETARY
JEFF PALMER
2806 High Plateau Dr.
Garland, Texas 75044
(972) 495-2097
res06wqv@gte.net

BOARD ADVISOR
BILL MCPHERSON
4402 Vista Creek Dr.
Rowlett, TX 75088
(972) 463-9721
tpbill@verizon.net

TREASURER
DONNA ORR
2625 Rolling Meadows Dr.
Rockwall, TX 75087
(972) 722-4769
dlo-rls@sbcglobal.net

SECRETARY-EMERITUS
EUNICE LINDA
3028 Cumberland
Waco, Texas 76707-1219
(254) 754-5535
jlinda@hot.rr.com

LSR Directors-At-Large

DIRECTOR-AT-LARGE
DUANE RICHARDSON, MMR
1122 Holland Drive
Garland, Texas 75040
(972) 495-6375 E-mail:
duane@purgatoryanddevilriver.com

DIRECTOR-AT-LARGE
CHUCK LIND, MMR
3680 CR 324
Navasota, Texas 77868
(979) 219-3305
Chucklind46@gmail.com

DIRECTOR-AT-LARGE
ART HOUSTON
209 Sugar Highland Blvd.
Houma, Louisiana 70360
(504) 723-9290
ahouston3@charter.net

LSR Division Directors

(1) COWCATCHER DIVISION
CHRIS ATKINS
1633 Parkside Trail
Lewisville, Texas 75077
(214) 222-1285
chris@railroadermodelers.com

(2) BAYOU DIVISION
ROD FREDERICKS
640 Chippenham Dr.
Baton Rouge, Louisiana 70808
(225) 766-8014
fredericks.rod@gmail.com

(3)TRINITY RIVER DIVISION
JERRY HOVERSON, MMR
52 COUNTRY RIDGE ROAD
MELISSA, TX 75454
(972) 540-5315
jhoverson@gmail.com

(4) CEN-TEX DIVISION
PETER KAZMIR
2022 Foothills
Leander, TX 78641-2376
(512) 259-6720
pakazmir@gmail.com

(5) DIVISION
DAVE LAMBERTS
3717 95th Street
Lubbock, Texas 79423-3811
(806) 792-7244
DavidWL1944@aol.com

(6) DIVISION
KEVIN BERGEMAN
3318 Windy Ridge Ct
San Antonio, TX 78259-2607
(210) 488-4370
kevin.bergeman@gmail.com

(7) DIVISION
DON P. KIMMELL
9132 Mansfield Road
Shreveport, Louisiana 71118
(318) 798-7718
elf4kcs@mac.com

(8) TEXAS GULF DIVISION
JIM LEMMOND
2821 Frostwood Circle
Dickinson, Texas 77539
281-534-6179
281-229-0845
jimlem@verzion.net

LSR Chairs

ACHIEVEMENT PROGRAM
DUANE RICHARDSON, MMR
1122 Holland Drive
Garland, TX 75040
(972) 495-6375
duane@purgatoryanddevilriver.com

PUBLICATIONS- ***ML*** EDITOR
RILEY TRIGGS
1005 Robert E Lee Rd
Austin, Texas 78704
(512) 636-3521
rileytriggs@gmail.com

CONTEST CO-CHAIR
CHUCK LIND, MMR
3680 CR 324
Navasota, Texas 77868
(979) 219-3305
Chucklind46@gmail.com

CONVENTION
JACK MERKEL, MMR
2408 Whitewater Drive
Bertram, Texas 78605
(512) 355-3289
ElmerMerk@aol.com

HISTORIAN
JIM LONG, MMR
2404 Creek Ridge
Pearland, Texas 77581-5728
(281) 482-4987
(no email)

CONTEST CO-CHAIR
LOREN NEUFELD, MMR
9821 Oboe Dr.
Houston, Texas 77025
713-666-8451
lorenmr@aol.com

EVENTS
BILL DRYDEN
202 Tallwood Drive
Georgetown, Texas 78628
(469) 964-8571
bdr149@airmail.net

WEB SITE-PUBLIC RELATIONS
JEFF PALMER
2806 High Plateau Dr.
Garland, Texas 75044
(972) 495-2097
res06wqv@gte.net

NOMINATIONS CHAIR
BLAKE BOGS
8202 Pine Thistle
Spring, TX 77379
(281) 655-0177
superchief15@yahoo.com

MEMBERSHIP CO-CHAIRMAN
LARRY SWIGERT
6548 Clearhaven Circle
Dallas, Texas 75248
(972) 239-0909
LS4Results@aol.com

PARLIAMENTARIAN
JOHN GARFIELD
3013 Marquise Ct.
Burleson, TX 76028
(817) 653-3219
j-g.garfiled@att.net

PHOTOGRAPHY CHAIR
DAVE LAMBERTS
3717 95th Street
Lubbock, Texas 79423-3811
(806) 792-7244
DavidWL1944@aol.com

MEMBERSHIP CO-CHAIRMAN
MIKE MACKEY
1700 Desperado Road
Fort Worth, TX 76131
214-460-1329
mikemackey_tx@sbcglobal.net

NON-RAIL
VIRGINIA FREITAG
1835 Alta Vista
Houston, Texas 77023-2503
(713) 926-2993
v-gfreitag@comcast.net

YOUTH CHAIR
VACANT

President's Message

by Steve Barkley, MMR

baylormax@aol.com

Daylight Express 2016

The 2016 LSR Convention is coming! Mike Mackey and John Garfield have planned a truly memorable experience. There will be prototype tours, loads of clinics, layout tours, operating sessions and layout tours. To cap off a great convention, Charlie Getz, the NMRA President, will be the banquet speaker.

This year the convention will be headquartered at the Sheraton Arlington Hotel. This is close to Six Flags, the Arlington Ballpark where the Texas Rangers will be playing during the convention, and lots and lots of restaurants. Here's the link to the convention web site: http://www.mainlinerails.com/

Thursday night features a BBQ in Saginaw by the BNSF and UP main lines. Saginaw is on the north side of Fort Worth. It is a major train watching location. Thursday night you'll be able to watch trains, lots of trains, eat BBQ, and catch up with your friends. I'm told that busses will provide transportation so you will not even have to drive.

There are lots of clinics. At times, you will have the choice of 4 different clinics. Take a look at the clinic schedule on the website. As I write this, the schedule is still not firm and more clinics are being added.

For something completely different, I'll be doing a clinic on my days chasing and riding trains in Thailand from 1973–1974. In those days, the railroad from Bangkok over the Kwai River Bridge was not the tourist attraction it has become. One train each day featured wood-fired Japanese built 2-6-0 steamers.

ELECTIONS

Blake Bogs, Marc LeChey and Steve Blackson were elected as LSR At-Large Directors. They will take office May 1.

Stephen Priest was elected as the Western Region Director of the NMRA. He is highly qualified. I met him at the Tulsa OpSig meeting in Tulsa this past March. He shared his views on building and finishing a lifetime model railroad as illustrated by his presentation on progress with his home layout.

MAXIMIZING MODELING FUN WHILE CONTROLLING COSTS

A couple years ago my wife, Judy, and I traveled to Seattle to visit her family. While there I visited Eastside Trains in Kirkland, Washington. The shop is run by a delightful older woman who reminds me in many ways of the late Bobbye Hall.

She asked me what percentage I actually build of the kits that I purchase. I told her 50% which on reflection was a gross overstatement. It did, however, stimulate me to think about why I purchase so many more kits (and other model railroad stuff) than I will ever use. These are just my thoughts as to why most model railroaders buy more than we need:

- We anticipate that someday we will actually use the kit
- We are afraid if we do not buy it now it will be gone when we want it
- We are not realistic about how much time and effort we actually can and will put into our hobby.

Let's think about this. An Intermountain reefer kit takes probably 5–6 hours to build, more or less. If I purchase 10 kits that's 50–60 hours to put together 10 kits. Mind you, I really don't have room on my layout for those cars when and if I build them.

We can't pass up a pretty face, err, new boxcar, engine, tree, throttle, etc. Let's face it, most of us are impulse buyers.For us, going to the hobby shop is a social occasion. We want to support the dealer while we see our friends and socialize. We are "Sport Shoppers!"

Some thoughts on how we can all maximize our modeling fun while keeping at least some control on our spending:

Consider working on and using something you already own. In my case this involves repairing and repainting an old PFM Northern Pacific 2-8-8-2. This includes installing the latest WOW Sound DCC decoder and researching weathering. I'm also installing DCC sound in several older Proto 2000 diesels that I have owned for years.

I did spend money on paint and a WOW Sound decoder for this project. But, I used the engine I already own and found decals, crew figures, and parts in my stock of goodies that I've accumulated over the years. With luck I'll bring the finished engine to the convention in June.

As I wrote in my last column, sell or give away equipment that you will never use. Bring it to the convention in June and donate it to the raffle. If you itemize deductions, you'll get a tax deduction and someone else will win something that they can take home and put on their shelves, or perhaps actually use! We have all heard the expression "He who dies with the most trains wins!" I suggest it's time we all withdraw from this contest!

I look forward to seeing you all in Arlington at the LSR convention. Until then, enjoy your hobby. Remember, Model Railroading is Fun!

Learn from teaching

by Riley Triggs
rileytriggs@gmail.com
ponyrr.blogspot.com

Photo shoot for a clinic on operations

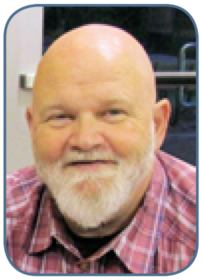
This month I volunteered to give another clinic at our division meeting. I had been noodling around on an idea on how to operate my particular layout by modeling the movement of the brakemen to perform their activities. I had not yet sat down to really think it through until I had to present it to others, and it helped me focus my modeling efforts on a particular aspect of my layout.

To really know something, it helps to explain it to other people. This forces you to methodically think about the subject, to break it into digestible chunks and to be clear and concise in how you think about it.

It is also a great way to get feedback. People will ask questions that you have not thought about and allow you an opportunity to see the subject through someone else's eyes. This really helps when you are trying something new that has never been done before, or even when it is something that is a tried and true process. The fresh eyes of the audience are there to be an objective third party to sort out any gaps you may have in your process.

I encourage you to try this in your own modeling life. Pick a technique or subject or project that you have put off doing, give yourself a deadline of the next division, regional or club meeting, and dive in with that extra bit of motivation to get the project done, teach others, and most likely, learn something more yourself about model railroading!

Riley



Up The Tracks

By Bill Dryden NMRA & LSR Life Member

Here are upcoming events within the LSR of which I am aware. I will provide all the information YOU send me or I can glean from other publications, websites, etc., for these events. Additional information may be available through the NMRA Scale Rails and/or various trade magazines or various websites. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change. Please forward any and all information about upcoming events or activities in your area, club, etc., to me via e-mail at bdr149@airmail.net.

Lone Star Region 65th Annual Convention (2016)

The Daylight Express will be held in Arlington, June 22-25, 2016, at the Sheraton Arlington Hotel.
http://www.mainlinerails.com
Come all!!
PARTICIPATE!!!

RECURRING EVENTS AND MEETINGS

LSR Division 3 - Northeast Texas Division – Allen
The Trinity River Division meets on the Second Saturday of every month at Christ the Servant Lutheran Church, Allen. Occasionally the day or branch changes due to scheduling conflicts so pay close attention to the e-mail meeting notices that go out a week before the meeting. If you would like to be added to the e-mail list contact Jerry Hoverson at JHoverson@gmail.com.

LSR Division 4 – Cen-Tex Division – Austin
The Cen-Tex Division meets quarterly at the main branch of the Austin Northwest Recreational Center, 2913 Northland Drive, Austin, TX. Meetings are held at 10:00 am on the Second Saturday of the odd months and include clinics, show-and-tell, DCC minute, social activities and a layout open house. For more information about upcoming meetings, see http://centexnmra.org or contact director@centexnmra.org to be added to the mail list.

Alamo Model Railroad Engineers - San Antonio
The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 p.m. in the Zucht Building at the Texas Transportation Museum, 11791 Wetmore Rd., San Antonio TX. For more information call Peter Shavney (210) 317-3661 or Gene Turner (210) 355-2777; or visit the web site www.alamomodelrailroadengineers.com.

Houston Area Live Steamers
HALS has over 9,000 feet of track for you to enjoy and ride on most any Saturday of the year. Someone is usually there every Saturday with special run, operations, waybills/timetable, work and fun run days scheduled throughout the year. Our public run days are the third Saturday of the month March through November. Come see our 2,500 foot expansion in Phase 4. Model Railroaders (any scale) are welcome to attend most any time. Check our web site out at www.hals.org for schedule of events or e-mail Rick White – rick.white.jr@gmail.com for more information.

North Texas Council of Railroad Clubs – Irving
The North Texas Council of Railroad Clubs (NTC) meets the 3rd Tuesday of the month. Visit the website www.dfwtrainshows.com for more information about the NTC, its meeting site or member clubs.

New Braunfels Railroad Museum
Kids Fun Day is held on the 1st and 3rd Saturday of each month, 10:00 am to 2:00 pm. New Braunfels Railroad Museum, 302 South San Antonio Street, in the 1907 Restored Railroad Depot; New Braunfels, TX. Museum phone (830) 627-2447. Kids of all ages will have the opportunity to run model trains and become a Jr. Engineer. Also among the displays at the Kids Fun Day will be a large US Army Model Garden (G) Scale and Lego Trains. Visit our Steam Engine, Caboose, Dining Car (available for Birthday Parties) and Box Car. There will be other fun, train related activities,

additional model trains, train artifacts, our 1907 depot are on display. The Railroad Museum opens at 10:00 am on Saturdays. For field trip scheduling and more information, call Howard Young (210) 542-6121, or visit us at www.nbrrm.org.

Texas Western Model Railroad Club – Forest Hills

The Texas Western Model Railroad Club meets for its business meeting every 1st Thursday of the month at 7:00 PM. The Club is located at 6808 Forest Hills Drive, Forest Hills, TX. For more information: (682) 587-2092 or www.twmrc.org or email cao@twmrc.org.

EVENTS AND SHOWS

May

14th Crescent City Model Railroad Club Open House. Sat. 12 noon until 6 p.m. Adults $5, children 6-12 $1 and kids 5 and under are free. Crescent City Model Railroad Club, 601 N. Lester Avenue, Metairie, LA. More information: www.ccmrc.com; (504) 737-3723, or check out their page on Facebook.

14th – 15th Jefferson's 5th Annual Train Days Celebration (Sponsored by the Jefferson Historical Society & Museum and Jefferson and Cypress Bayou Model Railroad Club). Sat. 10:00 a.m. to 5:00 p.m., Sun. 11:00 a.m. to 4:00 p.m. Adults $6, children under 12 Free (Includes layout tour of R.D. Moses T&P Model Railroad). Separate Train Days activities requiring separate admission fee include Historic Jefferson Railway narrow gauge train ride and Jay Gould's business car "ATALANTA" guided tour. (Discounts available for multiple admissions) For more information contact the Museum at (903) 665 - 2775 or Norman Buell at (903) 665 – 7682, or https://www.jeffersonmuseum.net/, www.jeffersontraindays.com and www.jeffersonrailway.com.

21st Shreveport 2nd Annual Train Show. Sat. 10:00 a.m. to 4:00 p.m. Adults $8, Kids Under 12 Free. RiverView Hall, 600 Clyde Fant Parkway, Shreveport, LA. For more information, Randy Guy (318) 402-8896 or e-mail: erandguy7@gmail.com

25th – 26th Cotton Belt Historical Society – Tyler TAP Chapter Annual Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $8, Kids Under 12 Free. Harvey Convention Center, 2000 West Front Street, Tyler, TX. For more information, CBHS website: www.cottonbeltdepotmuseum.com

June

18th – 26th Train Collectors Association™ – 62nd Annual National Convention. Hosted by the Lone Star Division TCA. The Houston Marriott Westchase, 2900 Briarpark Drive, Houston, TX. For more information TCA website http://tcaconvention.org.

July

16th Crescent City Model Railroad Club Open House. Sat. 12 noon to 6:00 p.m. Adults $5, children 6-12 $1 and kids 5 and under are free. Crescent City Model Railroad Club, 601 N. Lester Avenue, Metairie, LA. More information: www.ccmrc.com; (504) 737-3723, or check out their page on Facebook.

30th – 31st SAMRA Annual Summer Train Show. Sat. 9:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $7, under 16 Free (limit 3) with paid adult admission. Austin Highway Event Center (formerly the Carmack Event Center), 1948 Austin Hwy, San Antonio, TX. For more information: http://www.samratx.org/shows.html or jamboree@samratx.com

September

17th – 18th 33rd Annual Temple Train Show. Sat. 10:00 to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $6, kids under 12 Free with paid adult, Seniors & Active Duty Military Discounts. Frank Mayborn Center, 3303 North 3rd Street, Temple, TX. More information: www.centramodrr.com

24th Museum of the American Railroad – Amtrak Exhibit Train. Sat. 9:00 a.m. - 6:00 p.m. Free admission to Museum. Museum of the American Railroad, 6465 Page Street, Frisco, TX. For more information: www.museumoftheamericanrailroad.org; amtrak.com/exhibit-train or (214) 428-0101

October

1st Galveston Railroad Museum – Amtrak Exhibit Train. Sat. 10:00 a.m. to 5:00 p.m. Free admission to Museum. Galveston Railroad Museum, 2602 Santa Fe Place, Galveston, TX. For more information: www.galvestonrrmuseum.com; amtrak.com/exhibit-train or (409) 765-5700

1st – 2nd 2nd Annual Fall Plano Train Show. (Sponsored by the North Texas Council of Railroad Clubs) Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 am to 4:00 p.m. Adults $8, Kids Under 12 free with paid adult admission, Scouts & Scout Leaders in Uniform, Admission is Free. Plano Centre; 2000 East Spring Creek Parkway; Plano, TX. For more information, visit http://www.dfwtrainshows.com.

1st – 2nd San Antonio Train Show 2016. Sat. 9:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $8, Children (10 - 17) $4. Freeman Coliseum, Expo Hall A, 3201 E. Houston, San Antonio TX. For more information: http://www.txtransportationmuseum.org/event-amre-train-show.php

8th – 9th Texas Western 3rd Annual Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 11:00 a.m. to 4:00 p.m. Adults $7, Kids under 12 free. Forest Hill Civic & Convention Center, 6901 Wichita Street, Forest Hill, TX. For more information: www.twmrc.org,org e-mail: cdo@twmrc.org

8th – 9th Galveston Model Railroad Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 5:00 p.m. Adults $8, Kids under 12 free. Galveston Railroad Museum, 2602 Santa Fe Place, Galveston, TX. For more information: call Sandy Cobb or Morris Gould (409) 765-5700, or http://www.galvestonrrmuseum.com/events.html

29th – 30th New Braunfels Railroad Museum's 8th Annual Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $8, Kids 3 – 13 $2, Kids Under 3 FREE. New Braunfels Civic Center, 375 South Castell Avenue, New Braunfels, TX. For more information: call Jim Edmondson (830) 629-2071, e-mail: jedmondson@satx.rr.com or web site: www.nbrrm.org

January 2017

21st – 22nd Dallas Area Train Show. (Sponsored by the North Texas Council of Railroad Clubs) Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 am to 4:00 p.m. Adults $8, Kids Under 12 Free with Paid Adult Admission, Scouts & Scout Leaders in Uniform, Admission is Free. Plano Centre; 2000 East Spring Creek Parkway; Plano, TX. For more information, visit http://www.dfwtrainshows.com.

28th – 29th SAMRA 41st Annual Jamboree & Train Show. Sat. 9:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $7, under 16 Free (limit 3) with paid adult admission. Austin Highway Event Center, 1948 Austin Hwy, San Antonio, TX. For more information: http://www.samratx.org/shows.html or e-mail: jamboree@samratx.com

Excursion Train Trips

Austin Steam Train; Cedar Park, TX; (512) 477-8468; www.austinsteamtrain.org

Grapevine Vintage Railroad; Grapevine, TX; (817) 410-3185; www.gvrr.com

Old Hickory Railroad; Jackson, LA; (225) 634-7397; www.louisianasteamtrain.com

Texas State Railroad; Palestine & Rusk, TX; (888) 987-2461; www.texasstaterr.com

Please consider our deadlines for submittals and publications to allow adequate lead time to correctly announce your event – Column submission deadlines are the 15th of January, April, July and October; publication of the Marker Lamp is the middle of the following month.

Train Room Confessions
The MODEL Part of Model Railroading

Procrastination

By Duane Richardson, MMR
duane@purgatoryanddevilriver.com

The train show season is well behind us. Thoughts of summer and our annual convention are taking up all of my time as of late. We are hosting the convention here in the DFW area this year and it is really shaping up to be a fantastic convention. If you haven't registered yet it's not too late! It's this time of year that I start getting into panic mode because I haven't gotten as far along on my contest models as I would have liked (or even started in some cases). Luckily my wife is a real trooper and understands that this time of year means every flat surface I can find will probably have a model on it while I feverishly burn the midnight oil trying to get them all finished in time. The doctors keep telling me I need to stop burning the candle at both ends but all I want to know is where I can find more wax!

In the last issue we talked about scratchbuilding flat cars. For this issue I wanted to cover all the various things that can go on these versatile cars. Not every flat car on your layout should have a load on it. Having an empty in a train is realistic, looks good and offers some variety. The same goes for any car where you can see the load. You need a mix of loads and empties in a good sized train. In the pictures that follow I have NOT tied down the loads just yet but have placed them on different cars to give you an idea of what a load might look like.

Loads for flat cars are limited only to the clearances on your layout and your imagination. You can find a prototype for almost any kind of load. For a clinic I went out and found pictures on Yahoo Images for all sorts of loads. Sadly, without copyright permission I can't share them with you here but suffice to say, if you can build it someone could haul it on a flat car. I found special cars for hauling large equipment with special slots in the deck for chaining them down. I found a couple of variations on the bulkhead flat car. I found a few where the center was dropped lower for large, heavy loads. I found special purpose built cars for hauling nuclear waste. I found them hauling other cars, locomotives, automobiles, crates of all sizes… The list goes on and on.

What I'm going to cover are a few that might you might find useful on your layout. The first of these is a covered load. The beauty of these type of load is it's easy to build and the mystery of it all. What could it be? It could be almost anything which allows you to move it

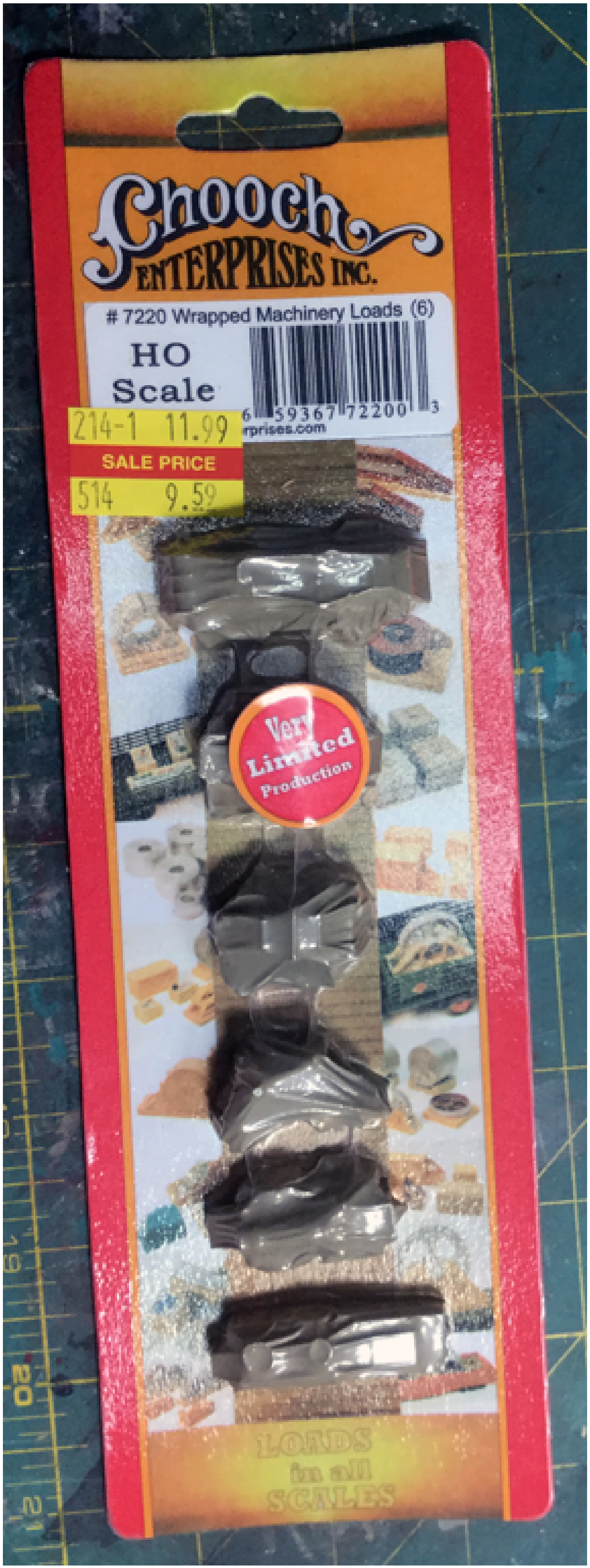


Photo 1

or there, and cover the load before I paint the tissue. This allows me to pull it down and around so it's nice and tight around the load itself. Then I paint it. I only paint the tissue first if the tarp isn't meant to be tight. Like crates, the covered load can be easily glued down to the deck and just about any configuration. (Photo 2)

Most loads like these are tied down to the car somehow. This can be done on the prototype with rope, chains or metal straps. Sometimes you will see where they have nailed or bolted down blocks to use to help tie down a load. Rope is easy because you can use some sowing thread or embroidery floss and tie it down. Metal straps are easy as well because you can easily cut them from paper and glue them to the car and load. Chains are more visually interesting and can be harder to add. Finding small chain is pretty easy but you will have to get creative on how to attach it to the model. This is usually where you find some sort of blocking on the car or you run the chain through a stake pocket and have it hook back on itself. One thing to keep in mind for your empties is that you might see the remnants of any of these still on the car after the load has been removed. This can really dress up an empty flat car.

Lumber and Logs are another favorite load for flat cars. Cut lumber is stacked (and never all nice and even) to create a nice looking load. (Photo 3) You can also have larger timbers like those that you might see in a trestle that could be loaded in a similar fashion. The nice part of either of these loads is that you can use your imagination to create different ways to tie down the load so that each car is unique. (Photo 4) You could go with a bulkhead flat or make your own variation on one for loads.

I remember when I was kid we used to see Piggy Back loads on the Frisco where the 18 wheeler trailers were loaded on flat cars. These evolved into special built cars for just hauling these trailers which would evolve again into the intermodal containers we see so much of today. The Piggy Back loads are really simple. There are all sorts of trailers that can be bought from several

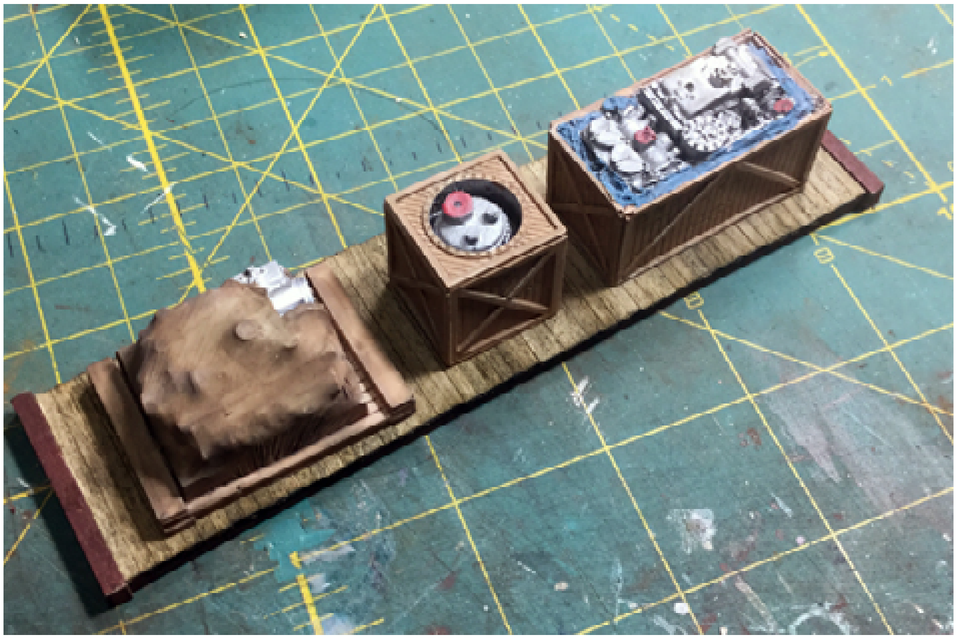


Photo 2

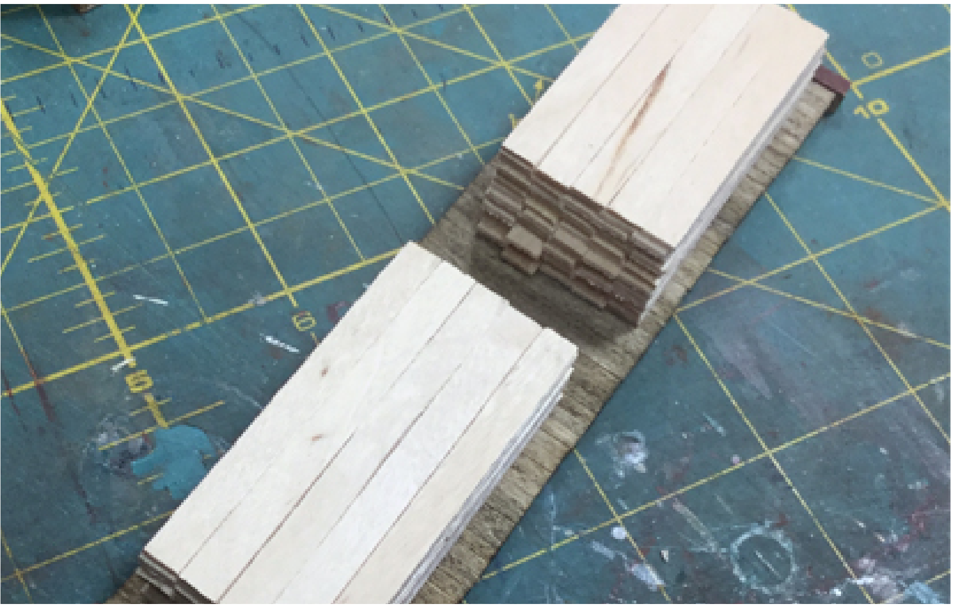


Photo 3

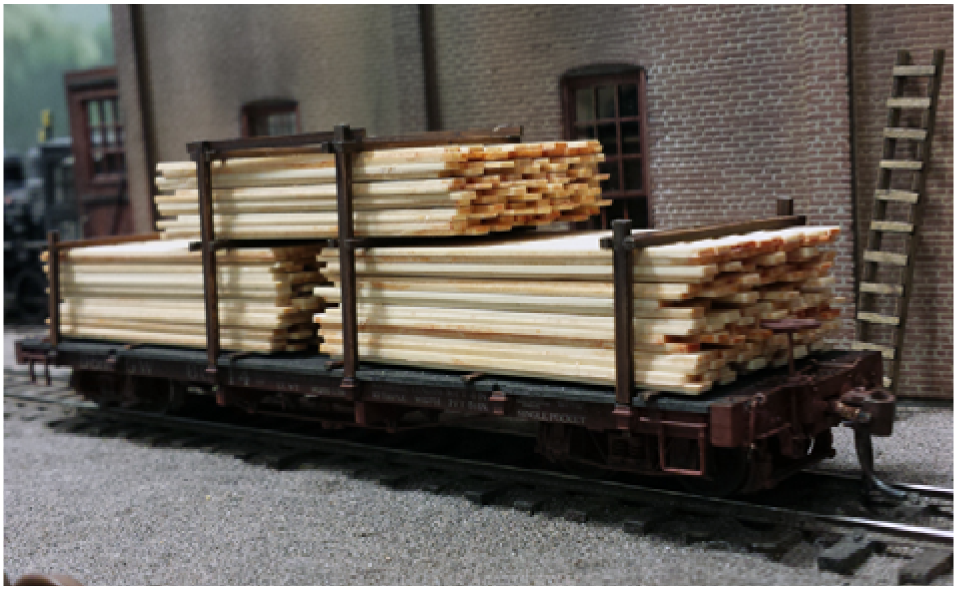


Photo 4

different companies. A quick stop and just about any train shop can get you a flat car and a trailer. (Photo 5)

In the early days of automobiles you would see a car or two mounted on a flat car. The D&RGW had some special hoops covered with canvas that they would put over the cars to keep them from getting damaged during shipping. I've also seen pictures of them loaded into gondolas with an end removed. These types of loads would lead to double deck cars to the auto-racks we see today. Large farm equipment like tractors can make a nice load as well. Mounted on angles or nose to nose with some blocking can make for an interesting load. (Photo 6)

It is also a common site in the early days of the oil boom to see a tank body mounted on a flat car. Tank car bodies can be modified to allow for it to be mounted to a flat car. I did this by using some old IHC Old Time Tank Car bodies and cutting way everything but the tank itself. This was then mounted to the flat car with some braces built around it. (Photo 7)

MOW service would see all kinds of special use flat cars. They could haul ties, rail, wheels or basic supplies for the track crews. Cars with some special equipment like a crane, ditcher or pile drivers would have one as a boom car. This would offer support for the extended boom of the equipment as the cars traveled or allow the boom end to travel in a lowered position but allow for it to be coupled in the middle of a train. I have seen them with small caboose type offices on one end for a foreman as well. One of my favorite MOW cars was one that I found on the Denver Public Libraries website. The railroad was hauling a pair of narrow gauge stock cars on a standard gauge flat car. Evidently they were concerned about tunnel clearances because they built a large vertical fin on a flat car that had a rounded top that was put into the train ahead of the stock car load. If the clearance car clears so will the rest of the load. It would almost be like mounting part of your NMRA Gauge onto the car. For my version of it I basically measured my NMRA Gauge to figure out how much taller this clearance fin would need to be from the deck of the car. The fin was made from wood just like the one in the picture I found. (Photo 8)

Sadly, because of the use and abuse these cars take they could be easily broken. During the final days of the D&RGW narrow gauge operations they ran long trains with pipe loads over the line from Salida to Antonito, down Cumbres pass to Chama, over to Durango and down to Farmington where there was a large drilling operation. The pipes were so long they wouldn't fit into a gondola in most cases. The railroad removed the ends so they could use the sides to help contain the load but this meant you had pipe hanging out either end so you

Photo 5

Photo 6

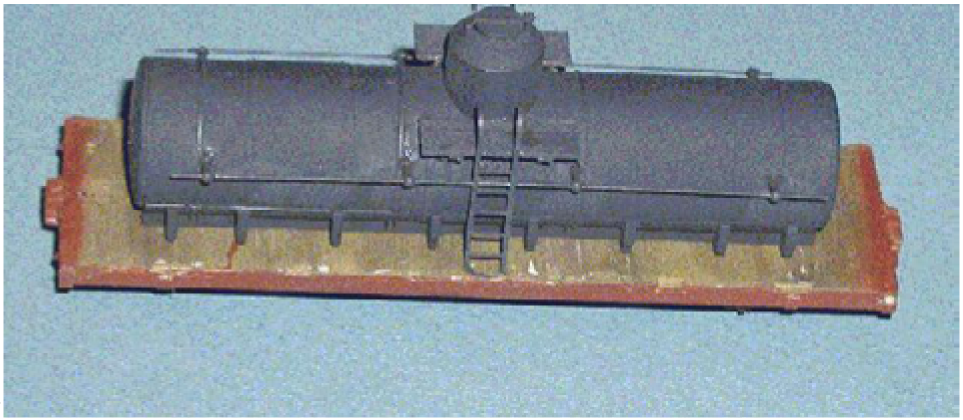
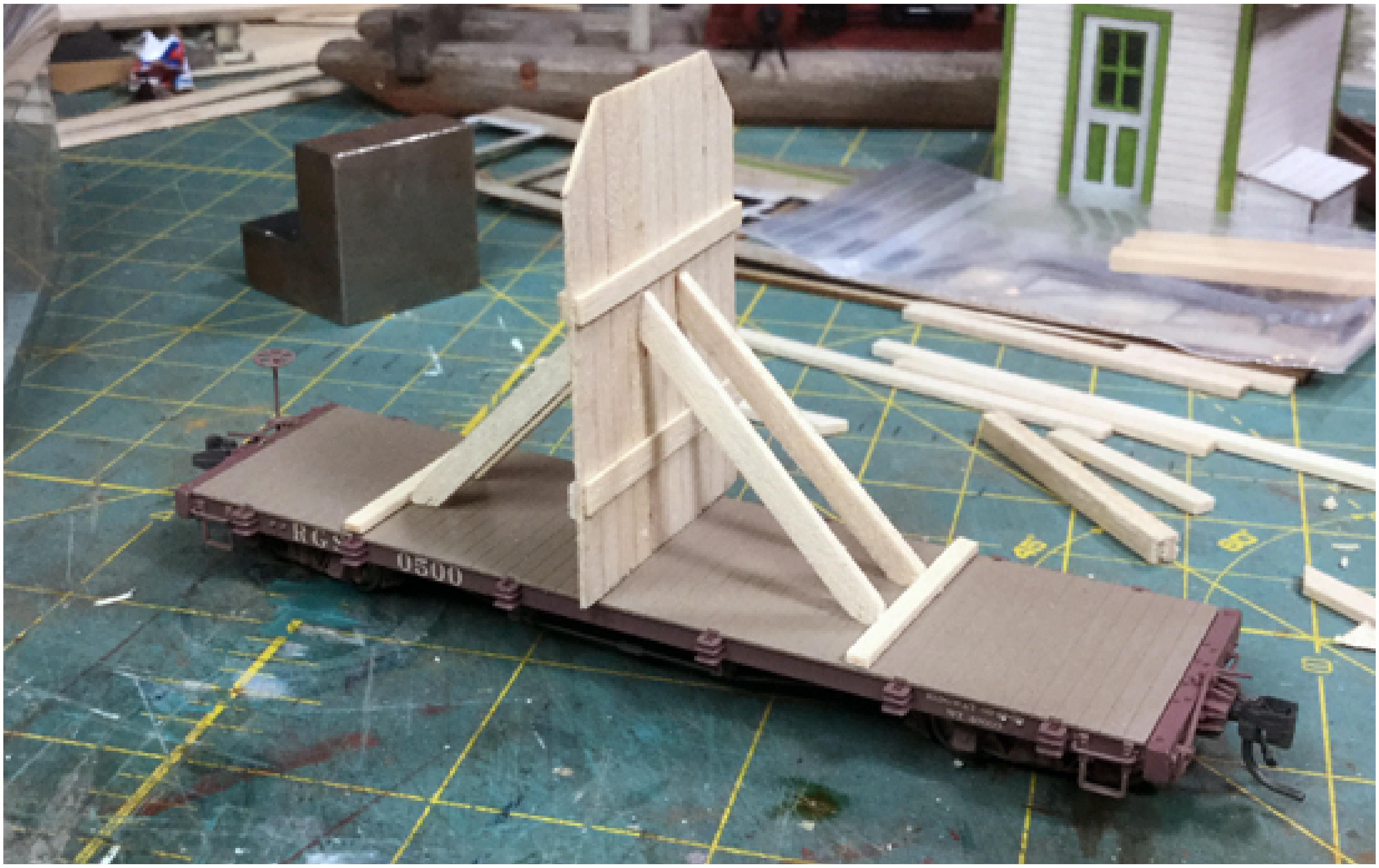


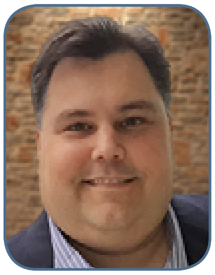
Photo 7



couldn't couple the cars together. They placed an idler flat between each of these cars to allow the train to couple up and the loads to clear. The problem with this setup is that you have a loaded car then an empty then a load then an empty and so on. When they got to a section of the line where the slack would run in and out frequently the stress often broke the empty flat car in two. The railroad started mounting used rail to the bottom of the side sills with special hangers to help give the car some added strength but it would only help so much. An employee once said that you could walk through Monero Canyon stepping from one wrecked flat car to another and never have to put your feet on the ground. A wreck or two like this would make a nice scenery piece on your layout.

If you have something that you would like for me to cover please feel free to contact me, and I'll see what I can do about digging up some information.
duane@purgatoryanddevilriver.com

Until next time, keep the boiler full, the fires hot and your wheels on the rails. ***ML***



Controlling Train Movements Part 1

By Peter Kazmir
pakazmir@gmail.com

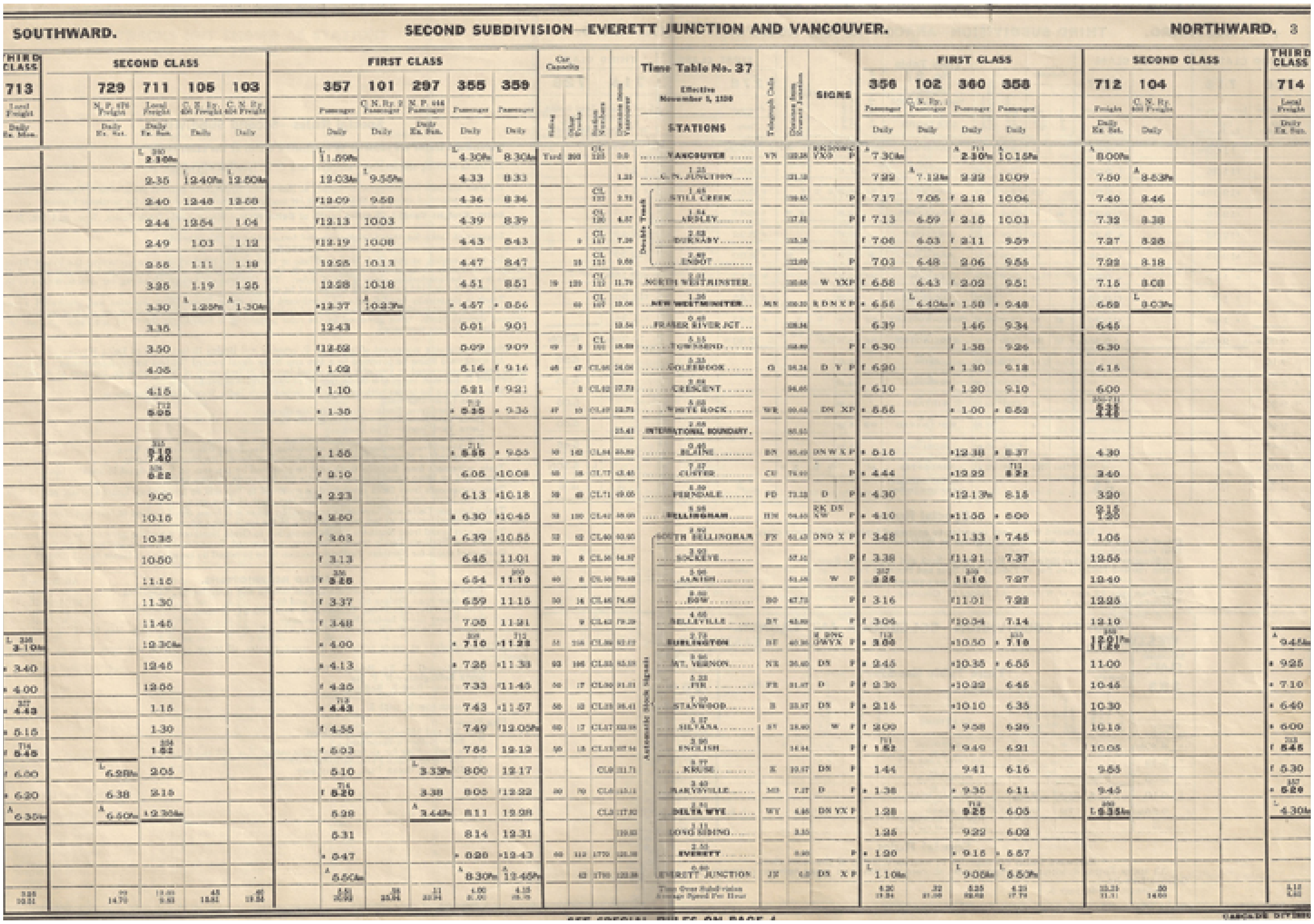
Railroads are all about moving goods and people from one place to another. In a world where multiple trains share common tracks, that is a fairly complicated proposition. Efficiency must be maximized while ensuring safety.

Consider a single track with no passing sidings. Even in this simple example, if you want the trains to run faster than the limited speed at which they can stop quickly enough if another train is sighted, you will need some way to let the crew know that it is safe to do so. Now add sidings, crossings, multiple tracks, and trains travelling in both directions and it's clear how controlling train movements gets very complex very quickly.

Over the years, as technology has improved and rail traffic has increased, railroads have developed increasingly sophisticated and automated systems to control train movements. In this installment, I'll review a few of the most popular methods of operations that are utilized by model railroaders.

Blocks and Stations

Underlying all of these systems is the concept of a block. A block is simply a stretch of track that a train cannot enter without permission. Block length can vary depending on what method of operation is in place,



SOUTHWARD. SECOND SUBDIVISION—EVERETT JUNCTION AND VANCOUVER. NORTHWARD. 3

Time Table No. 37

Figure 1

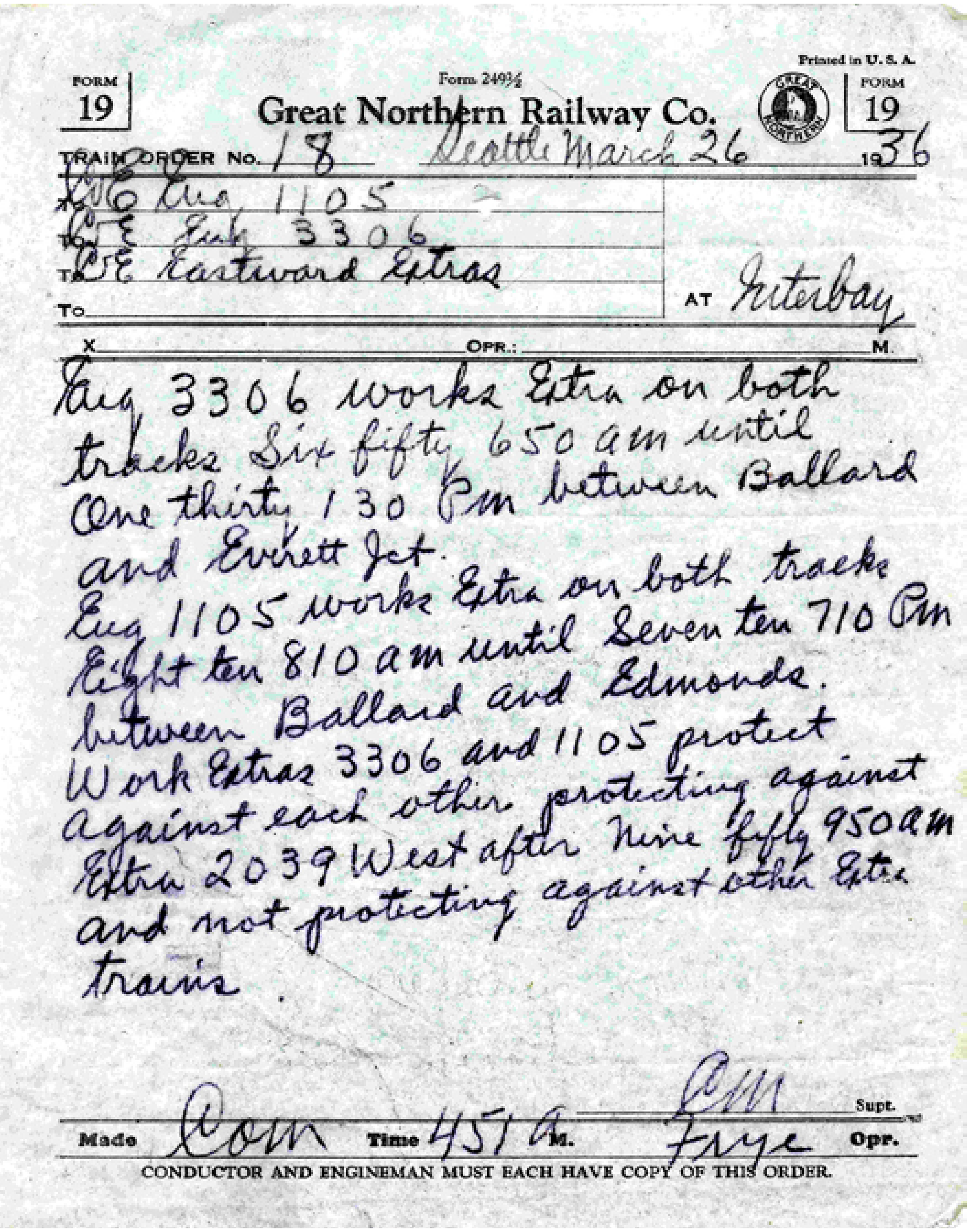
factors governing the stopping distance of trains like speed limits and terrain, and the distance between points that need to be controlled (like sidings and crossings). Modern blocks typically range from one half to two miles in length. Generally, only one train is permitted a given block at a time.

In the early days of railroading, stations (typically locations where trains could pass each other) were the key concept for train control, and blocks were simply the stretches of track between them. Stations were usually named. These should not be confused with passenger stations, though they were often located together and named the same.

One of the earliest methods of operations was to employ signalmen at each station to inform passing trains (using hand signals and flags) how long ago the last train had passed. Over time, the signalmen have evolved into dispatchers and operators who use various means to more efficiently and safely control train movements across the railroad.

Timetable

The first step in this direction was strict use of timetables. A timetable is a list of stations along with the times at which trains should arrive at and depart those stations. Referring to the timetable, each train could not leave a station (i.e. enter the next block) until their appointed time, and until trains they were to meet at that station had arrived. Figure 1 shows a typical timetable of this sort.



FORM 19

Form 249¾

Great Northern Railway Co.

Printed in U. S. A.

FORM 19

TRAIN ORDER No. 18 Seattle March 26 1936

To C&E Eng 1105

To C&E Eng 3306

To C&E Eastward Extras

To

AT Interbay

X OPR.: M.

Eng 3306 works Extra on both tracks Six fifty 650 am until One thirty 130 Pm between Ballard and Everett Jct.
Eng 1105 works Extra on both tracks Eight ten 810 am until Seven ten 710 Pm between Ballard and Edmonds.
Work Extras 3306 and 1105 protect against each other protecting against Extra 2039 West after Nine fifty 950 am and not protecting against other Extra trains.

CM Supt.

Made Com Time 451 a M. Frye Opr.

CONDUCTOR AND ENGINEMAN MUST EACH HAVE COPY OF THIS ORDER.

Figure 2

The biggest problem with strict timetable use was that it was not very flexible; a delay by any train could potentially delay all of the trains in the system, and adding trains to the schedule meant distributing a new timetable to all trains on that part of the railroad.

Timetable and Train Order

To address these shortcomings, timetable and train order operation (sometimes called simply train order operation) was implemented. It continued the use of a timetable but gave a centralized dispatcher the authority to supersede the timetable with special orders.

The orders could deal with changes in operating conditions or with changes to the timetable. For example, the dispatcher could define an extra train (or sections of a train) not listed on the timetable, could annul a train listed on the timetable, could alter one or more trains' schedules, could convey a warning about temporary conditions, and more.

In timetable and train order operation, the dispatcher conveys orders to operators at stations along the railroad via telegraph or telephone. The receiving operators copy the orders in writing and repeat them back to the dispatcher to confirm the accuracy of the order. The operators then relay the written order to trains as they pass the station.

The timetable would list locations at which train

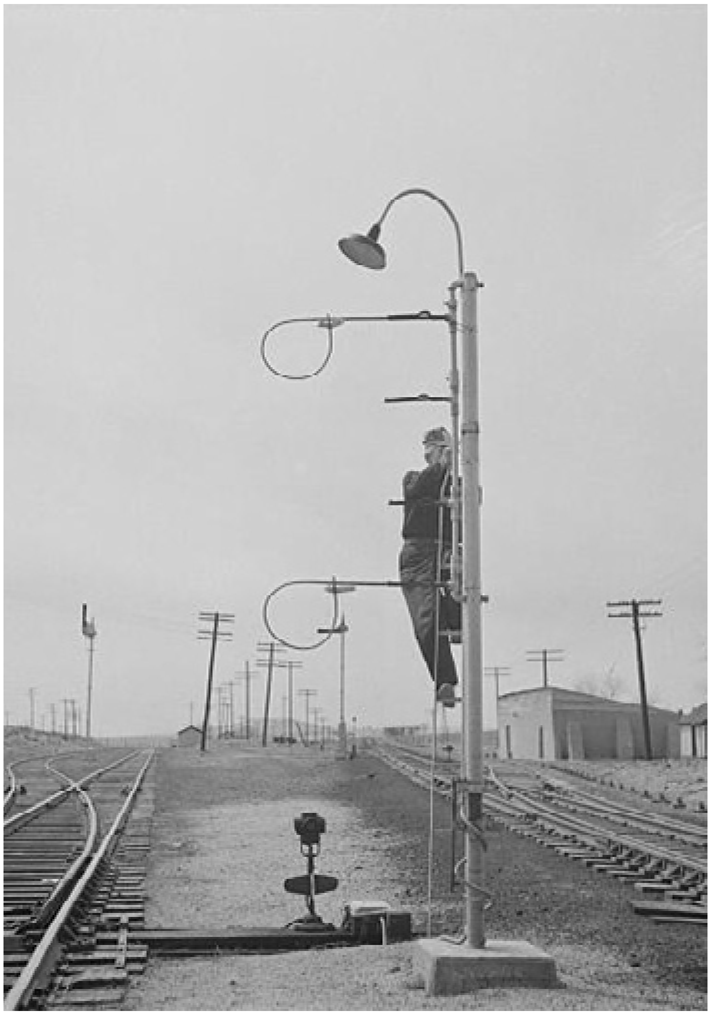


Figure 3

crews could expect to receive the orders. Typically a signal would alert the trains approaching the station as to whether an order awaited them there, and whether they needed to stop or not. If the train stopped, delivery was accomplished by hand. Otherwise, the order would be posted trackside in a train order fork or hoop held by the operator or permanently mounted trackside. A crew member would grab the order as the train passed. Operators would also record the passage of trains by their station and inform the dispatcher.

Figure 2 shows a typical written train order, while Figure 3 shows a train order loaded in a hoop ready for pickup.

Train order operation has been almost completely replaced by more modern operating methods, but still remains in use on the Long Island Rail Road in New York.

There are many model railroaders who implement timetable and train order operation. This typically requires a fast clock (a clock that runs faster than normal to help make up for the distance compression on our model railroads) and the development of a timetable for the operating session. In addition, the operating sessions include a dispatcher and, usually, station operators.

Station operators aren't absolutely necessary if you don't have enough people – you could provide the dispatcher views of each station, remote-controlled signals, and some means of communicating the orders such as telephones at the stations.

Direct Traffic Control

As it became possible for the dispatcher to communicate directly to train crews via phone and radio, timetable and train order operation tended to evolve into direct traffic control.

In direct traffic control, timetables (as controlling movement) and the role of station operators were eliminated. Signals are not used, and stations became less important. Instead, blocks are named and trackside signs call out the start and end of each block. Subject to speed limits and rules, trains are given authority to occupy and traverse specific blocks and sidings by the dispatcher, either by trackside phones at the block boundaries (with lights to alert the crew the dispatcher wanted to talk to them – see Figure 4) or via radio.

As with train orders, the order is written down by the train crew (typically the conductor) and read back to the dispatcher to confirm the content.

In addition, train crews must inform the dispatcher when they have exited a block or entered a siding and restored the mainline switch behind them. This is called "releasing authority."

DTC is still in use today. Southern Pacific (now Union Pacific), Alaska Railroad, and CSX uses DTC in several locations.

DTC would be relatively simple to implement on a model railroad. A dispatcher would be needed, along with block signage (modeled trackside or otherwise), and either phones or radios. The crews would need forms to copy the orders on as well.

Track Warrant Control

Track warrant control is similar to DTC but different in several ways.

As in DTC, the dispatcher communicates directly with train crews and relays track warrants which are copied and read back.

However, track warrants are issued granting track use between any two named points, such as switches or mile posts – not just block boundaries. Track warrants may also include time constraints. (If a time constraint is included, track warrants remain in effect until released by a member of the train crew.) Other instructions, such as temporary speed limits, permission to leave switches lined in reverse position, and so on, can also be communicated. An example is shown in Figure 5.

Track warrants are sometimes used in conjunction with an automatic block signal system to provide rear-end protection against following trains.

Track warrants are popular in the US where full Centralized Traffic Control is not used. It is used on segments of virtually all of the US Class I railroads; for example, the BNSF uses track warrants between El Paso and Belen, which is dark territory, and between Denison

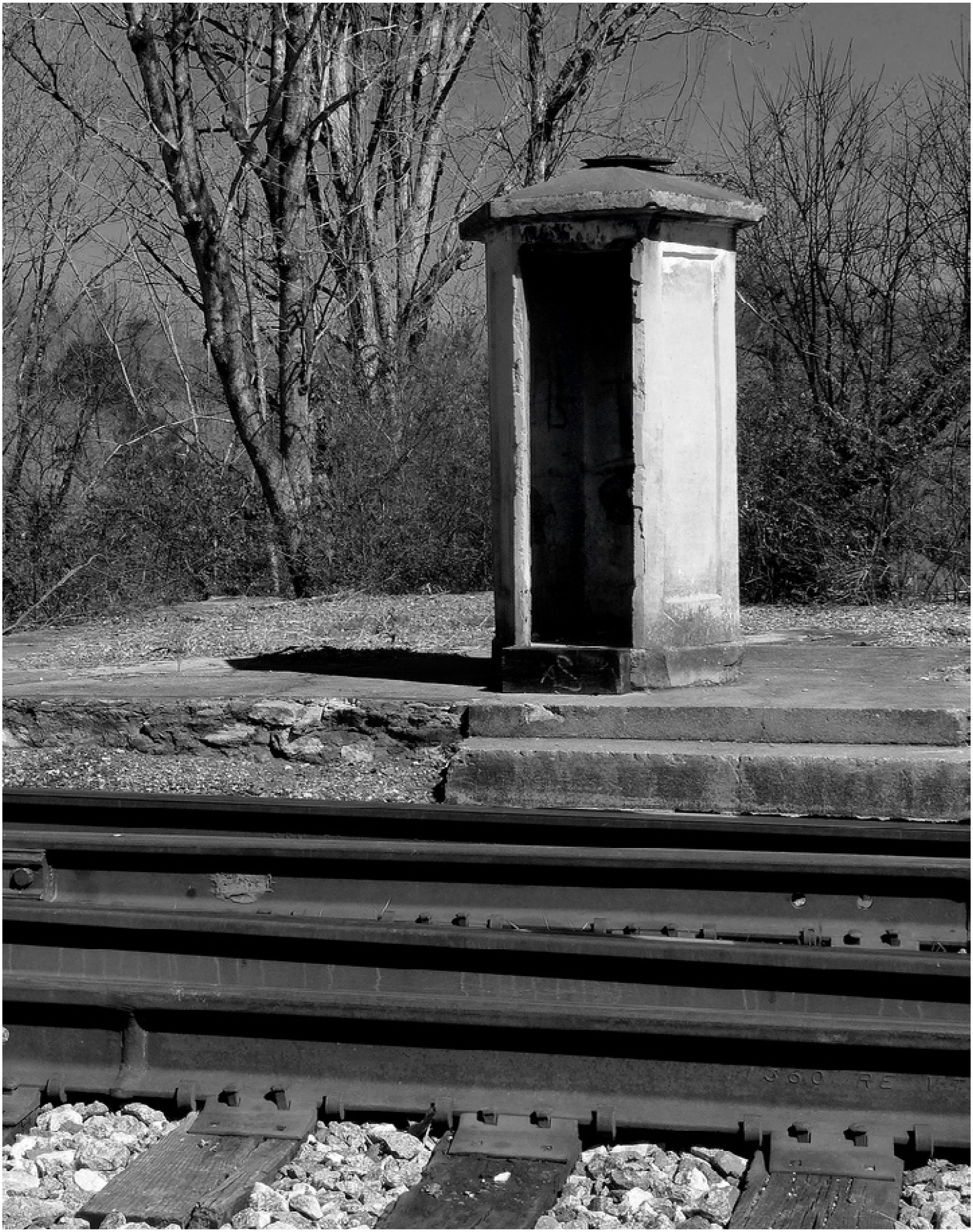
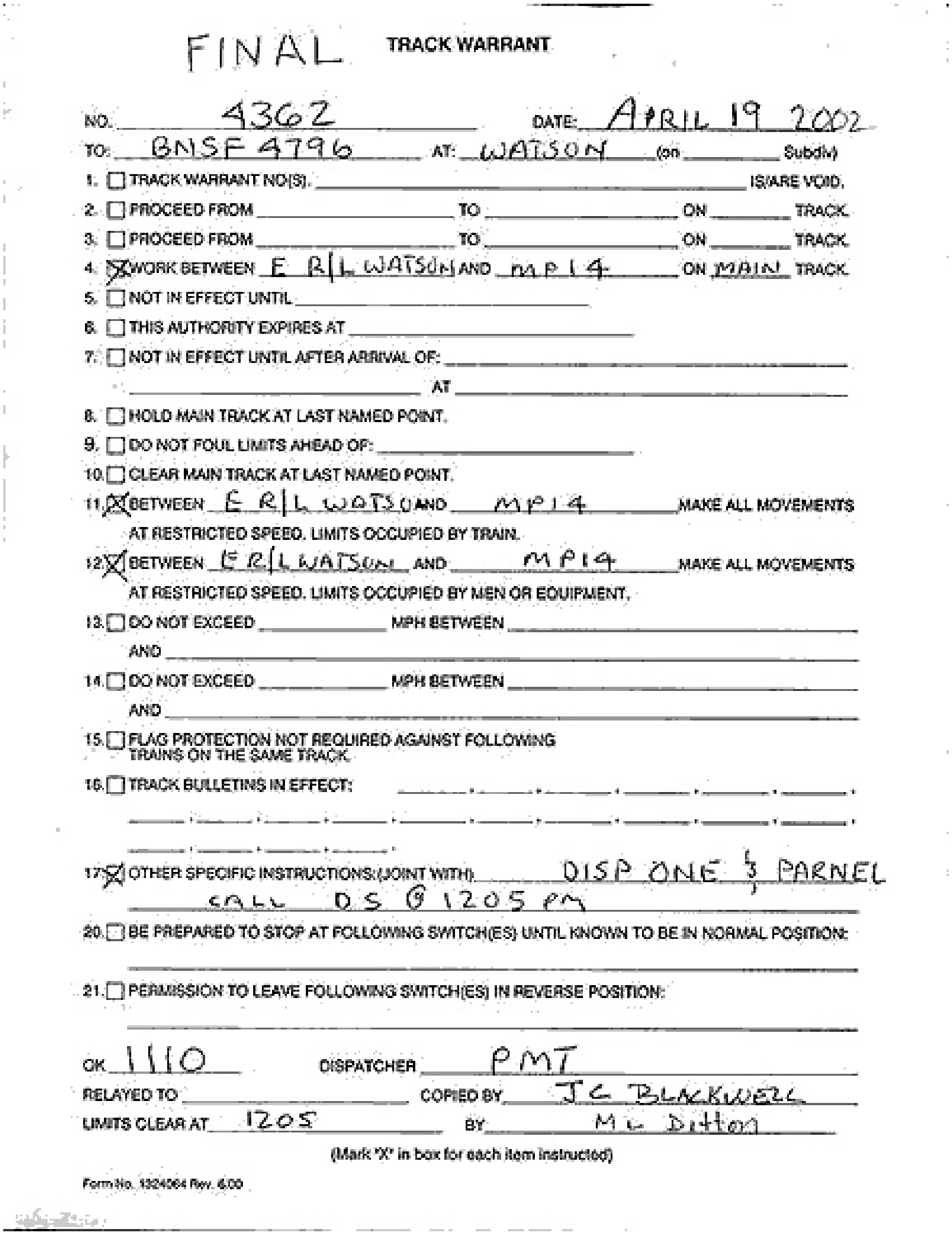


Figure 4



FINAL **TRACK WARRANT**

NO. 4362 DATE: APRIL 19 2002

TO: BNSF 4796 AT: WATSON (on ________ Subdiv)

1. ☐ TRACK WARRANT NO(S). ________ IS/ARE VOID.

2. ☐ PROCEED FROM ________ TO ________ ON ________ TRACK.

3. ☐ PROCEED FROM ________ TO ________ ON ________ TRACK.

4. ☒ WORK BETWEEN E R/L WATSON AND MP 14 ON MAIN TRACK.

5. ☐ NOT IN EFFECT UNTIL ________

6. ☐ THIS AUTHORITY EXPIRES AT ________

7. ☐ NOT IN EFFECT UNTIL AFTER ARRIVAL OF: ________ AT ________

8. ☐ HOLD MAIN TRACK AT LAST NAMED POINT.

9. ☐ DO NOT FOUL LIMITS AHEAD OF: ________

10. ☐ CLEAR MAIN TRACK AT LAST NAMED POINT.

11. ☒ BETWEEN E R/L WATSON AND MP14 MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY TRAIN.

12. ☒ BETWEEN E R/L WATSON AND MP14 MAKE ALL MOVEMENTS AT RESTRICTED SPEED. LIMITS OCCUPIED BY MEN OR EQUIPMENT.

13. ☐ DO NOT EXCEED ________ MPH BETWEEN ________ AND ________

14. ☐ DO NOT EXCEED ________ MPH BETWEEN ________ AND ________

15. ☐ FLAG PROTECTION NOT REQUIRED AGAINST FOLLOWING TRAINS ON THE SAME TRACK.

16. ☐ TRACK BULLETINS IN EFFECT: ________

17. ☒ OTHER SPECIFIC INSTRUCTIONS:(JOINT WITH) DISP ONE & PARNEL CALL DS @ 1205 PM

20. ☐ BE PREPARED TO STOP AT FOLLOWING SWITCH(ES) UNTIL KNOWN TO BE IN NORMAL POSITION: ________

21. ☐ PERMISSION TO LEAVE FOLLOWING SWITCH(ES) IN REVERSE POSITION: ________

OK 1110 DISPATCHER PMT

RELAYED TO ________ COPIED BY JG BLACKWELL

LIMITS CLEAR AT 1205 BY ML Ditton

(Mark "X" in box for each item instructed)

Form No. 1324064 Rev. 6.00

Figure 5

and Irving in conjunction with ABS. Some smaller Class II railroads, such as the Iowa Interstate Railroad, and many Class III railroads are dispatched completely by track warrant.

Track warrants are also often used in conjunction with other methods of operations, like centralized traffic control. You may see these referred to as Track and Time or Work Time.

Like DTC, TWC could easily be implemented on a model railroad.

Other Methods of Operations

There are many other methods of operations, but the most popular (with model railroaders) involve the use of train detection and block signals. These automated systems require far less communication via other means with train crews. In the next issue of the Marker Lamp we'll dive into those as well as some common railroad rules that apply to train movement.

Until then, have fun!*ML*

References
https://en.wikipedia.org/wiki/Signalling_block_system
https://en.wikipedia.org/wiki/Train_order_operation
https://en.wikipedia.org/wiki/Direct_traffic_control
https://en.wikipedia.org/wiki/Track_warrant
Realistic Model Railroad Operation, by Tony Koester

“Come One, Come All…”

Arlington, TX
June 22-25, 2016

As the immortal words of P.T. Barnum ring in our ears, we want to invite everyone, to what could be, one of the biggest and best conventions in the country this year. The Daylight Express 2016 Lone Star Super Regional convention, www.daylightexpress.com, is only a few weeks away and the schedule of events promises to be so full that you won’t be able to take in everything! With clinics, layout tours, non-rail activities, operating sessions, prototype tours, a catered Texas barbeque and our annual banquet with keynote speaker, NMRA President, Charlie Getz, this very well could be the event of the year!!

Clinics – We have over 50 clinics currently scheduled from a host of excellent instructors, many of whom are MMRs, including Miles and Fran Hale, one of the few husband and wife MMR duos. The Hales, national spokesmen for Woodland Scenics, will be host three clinics (Scenery, Bridge building from scratch – make and take, and Advanced craftsman wood structures – make and take). These clinics are limited to 25 students each so sign up for them early! Please visit the clinics page of daylightexpress.com for more information regarding tools and supplies needed for these fantastic clinics.

Layout Tours and Operations – The schedule has recently added a few more world class layouts to an already stellar list. Come visit some of the superb layouts and see why Dallas/Fort Worth has long been a mecca for model railroading. Check out this list of superb layouts available for tours (some even open for operating sessions):

Chip Romig	Colorado & Silver River	S/Sn3
Marc LaChey	Cripple Creek & Tincup RR	Sn3
Danny Cryer	Sommers & Cow Creek Lumber Co	Sn3
Lee Bangma	Chinook Southern/Poudre Valley	HO/HOn3
Jerry Hoverson	Rocky Mountain Central	HO/HOn3
Donald Murphey	St. Louis, Atlantic & Pacific	HO
Stan Pirzchalski	MDAK Railroad	HO
Clarence Zink	Texas Western MRC	HO/HOn3
Leo Palliti	Black Bear & Bayou	HO/HOn3
Jim Packer	Nevadun Railroad	HO
Jack Walton	D&RG Narrow Gauge	Sn3
Chris Atkins	Sheridan & Everywhere West	HO
Joe Pritchett	Cowtown Model RR Club	HO
Darrel Smith	Texas & Pacific	HO
Tim Blackwell	Whitehurst & Pine Ridge RR	N
Bob Lydecker		Sn3
Chet Klyn	Lone Star Hi-Railers	O
James Norwood	Kansas City Southern	HO
Michael Ross	Virginian Railway	O

Daylight Express 2016

Chip Romig Colorado & Silver River S/Sn3

Marc LaChey Cripple Creek & Tincup RR Sn3

Danny Cryer Sommers & Cow Creek Lumber Co Sn3

Lee Bangma Chinook Southern/Poudre Valley HO/HOn3

Donald Murphey St. Louis, Atlantic & Pacific HO

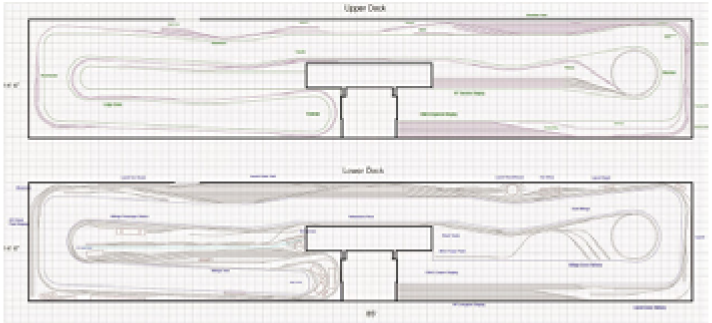
Stan Pirzchalski MDAK Railroad HO

Clarence Zink Texas Western MRC HO/HOn3

Leo Palliti Black Bear & Bayou HO/HOn3

Jim Packer Nevadun Railroad HO

Jack Walton D&RG Narrow Gauge Sn3



Chris Atkins Sheridan & Everywhere West HO

Joe Pritchett Cowtown Model RR Club HO

Darrel Smith Texas & Pacific HO

Jerry Hoverson Rocky Mountain Central HO/HOn3

Tim Blackwell Whitehurst & Pine Ridge RR N

Bob Lydecker Sn3

Chet Klyn Lone Star Hi-Railers O

James Norwood Kansas City Southern HO

Non-Rail Activities – This year's convention has a packed schedule of non-rail activites. Whether you are wanting a relaxing siesta by the pool, or fellowship time in the hub of all non-rail activities, The Yacht Club, or a tour of Dallas or Fort Worth, or both, specifically designed for our group, we have what you're looking for. As usual, there will be fun and games that everyone can participate in in the area we have set up for non-rail activities.

The Yacht Club, a building adjacent to and just steps away from the main hotel building, will offer a wonderful location for crafts, games, gatherings and refreshments for anyone choosing to partake. On Thursday and Friday, we have specific tours, with free transportation provided, of Fort Worth and Dallas. The Fort Worth tour will feature such attractions as the Fort Worth Water Gardens,

Sundance Square,

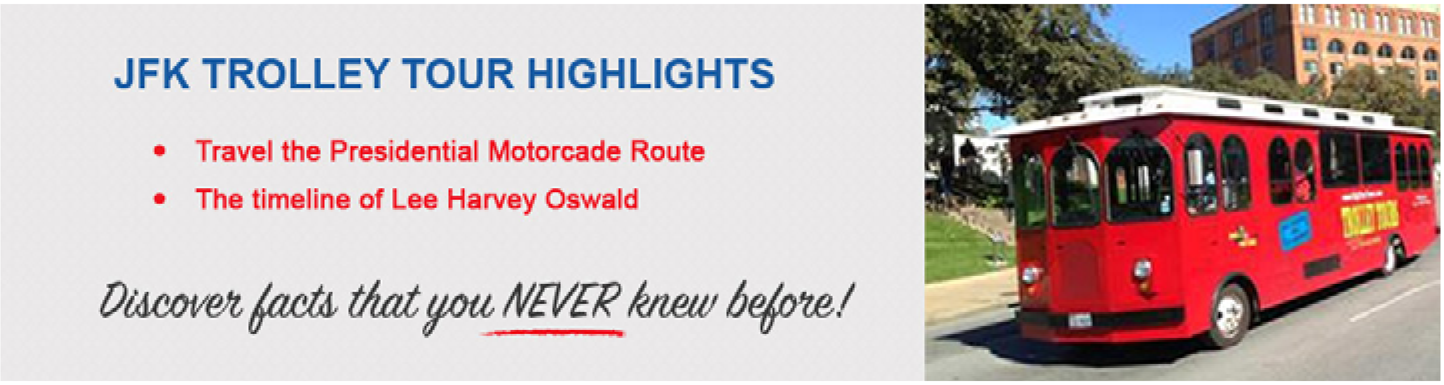
and the Sid Richardson Western Museum.

The bus will go to the Cultural District to visit attractions such as the Cowgirl Museum and Western Heritage Museum, etc.

The bus will leave for the Stockyards area for lunch and shopping at the Stockyards.

The bus will leave the Stockyards around 2:45, after arrival of the Grapevine Vintage RR afternoon tourist train.

The tour should be back at hotel by 4:00, leaving plenty of time to get ready for the evening barbeque in Saginaw. The tour of Dallas will have the bus leaving the hotel at 9:00 for Big D. Stops will be at various attractions such as Dallas City Tours and JFK Assassination Tour, Dallas Arboretum tour,



JFK TROLLEY TOUR HIGHLIGHTS

- Travel the Presidential Motorcade Route
- The timeline of Lee Harvey Oswald

Discover facts that you NEVER knew before!

Perot Museum of Nature and Science, Dallas Museum of Art, along with the Nasher Sculpture Garden tour.

Prototype Tours – We currently have space available on two prototype tours as the others have SOLD OUT! The GE locomotive plant/Grapevine Steam shop tour is full. Please note *** there will be no photography allow at the GE Plant ***. There is still space available for the tour of the BNSF command center and the TOFC facility (including lunch). Register now to reserve you spot!

There is still space available on the Trinity Rail Express excursion which will allow riders to see the Fort Worth Texas and Pacific station, The Fort Worth Santa Fe Station along with Dallas Union Station.

Thursday Evening Barbeque – As an added treat this year, we are hosting a barbeque feast catered by Grand Champion Barbeque Pitmaster Jamie Geer. "Jamie Geer isn't just a great pit builder, he's also a great cook. Jamie is still a serious competitor on the competition barbecue circuit. His trophy case is full of big wins."

Jamie has won numerous awards and cooking competitions around the globe, not the least of which have been the Houston Livestock Show and Rodeo and Grand Champion of the Barbeque Pitmasters television show on the Destination America television network. Come taste some amazing cooking from one of the best in the country as part of your convention registration. Transportation will be provide from the hotel to the barbeque and back.

By the way, the site of the barbeque will be the Saginaw Depot in Saginaw, Texas, voted the "Best Railfan Location" in six states by the reaers of Cowcatcher Magazine for several years. We'll be dining within 30 yards of the BNSF and Union Pacific mainlines as they traverse beside the depot. You will not want to miss the great opportunity.

Last, but certainly not least, join us Saturday night as our annual banquet wraps up this super convention. The inner will feature great food, awards and keynote speaker, NMRA President, Charlie Getz. Charlie's talk promises to be fun, humorous and enlightening! It will be a fitting culmination to an event to be remembered for years to come.

DON'T MISS OUT! If you haven't registered as of yet there is still time. You can visit www.daylightexpress.com for more details. Be a part of the festivities in Arlington Texas June 22-25, 2016. As we said in the beginning, "Come one. Come All…"

PS. As of the deadline for this article, the hotel is sold out on Wednesday on our room block. The rest of the room block, 165 total rooms, are filling fast! There are only 16 rooms available for Thursday, Friday and Saturday. Make your reservations NOW to assure you can stay at the convention host hotel. We are currently making arrangements for overflow accommodations at nearby hotels. This information will be posted on the website as it is confirmed. ML

Daylight
Express 2016

NOW AVAILABLE!

Color

Pike and Dealer Ads

Pike and dealer ads are now available in color for the same price! Share your railroad or advertise your business to others while supporting the Lone Star Region.

- Do you have a herald for your railroad?
- Is there a unique feature?
- What is the name of your hotshot freight or crack passenger service?

Let everyone know about it with a color ad!

Pike ads are $8 per year and dealer ads are $20 per year.

Checks should be made out to:
LSR NMRA

Then send to:
Donna Orr
2625 Rolling Meadows Dr.
Rockwall, TX 75087

Ads can then be sent as a JPG file attached to an email to:
rileytriggs@gmail.com

What's your story?

by Blake Bogs

When thinking about my next article about layout stories, I thought about a couple of questions that I ask all model railroaders when I first meet them. First I ask them what scale they model, followed by which railroad(s) they model. These are questions that most model railroaders do not hesitate to answer. In addition, I also ask what the story is behind their railroad and what the name of the layout is.

Model railroads are a great many things, but most importantly it's about having a specific story. The era, railroad name, etc are perhaps the most crucial. These things are a large part of the fun of creating a model railroad, for me it is anyway. When I started thinking about a name for my layout I had two ideas. First, I could name my layout something unique or second, I could go with a name similar to a name that had already been used. For example, I could name my layout Santa Fe with a specific division name to make it unique from another layout or I could name it Colorado & Western after my Dad's with a specific division. I chose the first option; giving my layout a unique name.

However, next came the difficult part; thinking about a unique name to give my railroad. First things first, I wrote down all of the railroads that I model. I primarily model Santa Fe, Rio Grande, Norfolk and Western, and Southern Pacific with bits of several other railroads. Next, I listed all of the places I wanted to model.

I like modeling Narrow Gauge and Standard Gauge so I chose to model primarily Colorado, New Mexico, and Texas. Then I decided that I wanted to model towns unique to Santa Fe, Rio Grande, Southern Pacific, ect so I wrote down Chama, Durango, Rico, Ridgway, Houston, Santa Fe, Dallas, and Amarillo. Then I took this list and narrowed down the choices to Houston, Chama, and Durango and wrote down the things that influenced my decision for these towns.

When I finished my list, I had a couple of candidates. Then I took my list and started writing down names. The decision I made was The Wolf Creek and Santa Fe Railroad.

Coming up with a layout name does not have to be this challenging, but I wanted to capture what I model in a name. I think the name I picked captures the Narrow Gauge and Standard Gauge I model. If I ever chose to change what I model to just Standard Gauge or just Narrow Gauge, I could easily keep the same name because Santa Fe was a town along the Narrow Gauge/Standard Gauge and Wolf Creek is a unique name for my railroad. Next was picking a story for my railroad.

Many people have unique stories on their layout. I have heard of guys choosing specific days in history that they model their railroad after. They even get the same cars with the same number, same locomotives, and run the same trains just as it happened in history. Others just pick a railroad and go with it. They just model trains and want it that way.

Others include stories like my friend Paul Ortiz, who had a Delorean on his layout and said he went back in time and changed the history of mergers and had Southern Pacific take over Union Pacific. With this, he painted a Union Pacific locomotive and put Southern Pacific lettering on it. I always laughed when hearing the stories of people arguing with him about his decision of making a unique story for his layout.

For my layout, I once again went back to the drawing board to pick a story line for my railroad. When coming up with a story, what was it supposed to say? As noted at the top of the article, I model Santa Fe, Rio Grande, Norfolk and Western, and Southern Pacific with a bit of several other railroads. I run a lot of steam and diesel ranging mainly from the 30s to 50s era. I have a couple of newer locomotives that I run because I like the paint schemes. So, when coming up with my story, I chose to focus on the era of a majority of the equipment and cars I like.

I had several versions of my story and still have not positively decided what to do (and probably will not decide until I start my next layout which will be significantly bigger than my current layout). The following is one of the drafts I have:

It took a while to create this idea, but because it will be printed on my time tables, I needed it to be a realistic story. I plan to create a logo that can be put on locomotives in the future. I honestly think the more details you can give in your fictional railroad's story, the more realistic your railroad will be.

To end this article, one last thing to remember when you are coming up with "your story," is that you can take as many ideas and suggestions from others as your desire, but when it comes down to the final product, it is YOUR story and YOUR layout. Over the last seven years in model railroading, I have heard the phrase "that's not prototypical" too many times. If you want to follow the prototype, that is perfectly fine, but have fun with it.

Do not strictly keep yourself and your ideas inside the box. Open yourself up to various boxes of creativity and have some fun!

Happy model railroading! ***ML***

WC&SF

The Wolf Creek and Santa Fe is a layout based in the late 40's, early 50's when the diesels were becoming king over steam.

The Wolf Creek and Santa Fe started in the 1920s when there became a need for a railroad to serve industries in Spring, TX (name may change). In the winter of 1935, the railroad finalized plans to buy a mainline from Spring to Santa Fe which called for the railroad to buy more locomotives. The expansion made way for profit increases which allowed the railroad to increase their equipment in the future.

In the late 40s, many railroads were switching from passenger with steam locomotives to diesels pulling freight trains. The WCSF, stepped in and started buying dozens of steam locomotives and first generation diesel locomotives from the scrap yard when they were sent to be scrapped. The repair shop in Spring (name may change) slowly started restoring these locomotives and painting them for their original railroads until the Wolf Creek and Santa Fe will have a chance to create a new paint scheme.

Due to World War II ending just a couple of years prior, many railroaders were losing profits at an increasing rate. Many railroads were selling off many parts of their lines or merging with other railroads to break even. The WCSF were able to buy several thousand miles of main line from Santa Fe, Union Pacific, Southern Pacific, Norfolk and Western, and Rio Grande. Additionally, a good portion of Rio Grande's Narrow Gauge line was purchased. Along with the mainline, WCSF bought up all of the passenger equipment it could find to create the perfect railroad.

This cost millions of dollars, but due to the increase in staff, the WCSF started recouping their money almost immediately. Some of the biggest money makers include the following:

- The WCSF got contracts from the US government to haul soldiers and equipment
- Newly found oil reserves in Farmington, NM helped bring income for the Narrow Gauge equipment
- Using the restored passenger equipment that was bought, the WCSF started a national campaign which increased the number of passengers traveling the rails.
- Laying new rail, the railroad connected to farmers across the states that were using different railroads

Presenting the 2016 LSR Special Contest!!

The "CHOPPED" Competition

If you have ever watched the "CHOPPED" cooking competition on TV you're probably guessing how this is going to work. If not, here's the deal:

In the cooking contest, the competitors are given a box containing unrelated ingredients which must be included in the dish they're preparing. They can include as many other ingredients as they wish, but the ones in the box must play a prominent part.

So modelers get ready and put your thinking hats on. We are giving you a list of the items that must be used in what you build; they are as follows:

A LOG
SOMETHING BLUE
A WINDOW
AN OIL CAN
AN ENGINE OR FREIGHT CAR WHEEL
A PIECE OF RAIL

Build anything you like that uses the above six (6) items, remember they must play a prominent part (so the judges can find them) in whatever you build. You may add any other materials you wish. The model can be a diorama, structure, rolling stock, bridge or whatever. It can be any size, any scale, any era, but please no larger than a square foot.

First, Second and Third Place plaques will be awarded, and your model will also be able to be entered in the appropriate model building category.

Take the challenge and let your imagination run wild.

2016 NMRA
National Convention & Train Show

REGISTER TODAY!
NMRA ON-LINE REGISTRATION
Start @ Member Log-In (Top Upper-Right Of
Screen),Then Access Via The Company Store

Plan to "highball" to Indianapolis, IN July 3-10, 2016 . . . and enjoy the annual convention & train show of the National Model Railroad Association!

...RRRduino...

by Speed
www.TxNamib.com

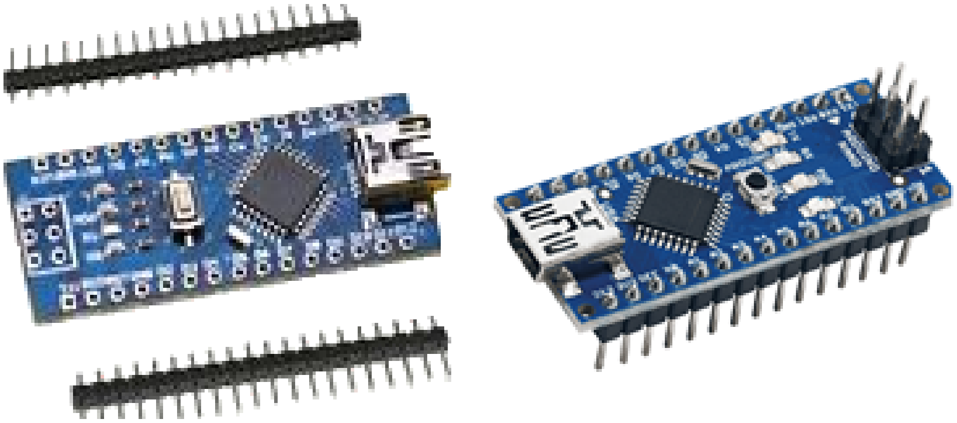


Fig 1 Arduino Nano, solder pins to the bottom side

Arduino

Controlling 4 Servos from a Nano (and next time with JMRI)

In this, and the next article, we are going to hook up 4 servo motors to an Arduino Nano (or Uno, yes, same difference) (Fig 1) with a toggle switch to change their position and two LEDs for each to show which way they went. In the next article we will add an SPI CAN controller to this and another Nano to get messages from JMRI to control the same servos, just like the new LCC (or maybe close) does it.

Imagine seeing this as one of your electrical AP requirements. Yes, you get all 4 indicated turnouts done here, just don't copy the schematics, draw them on a napkin and submit.

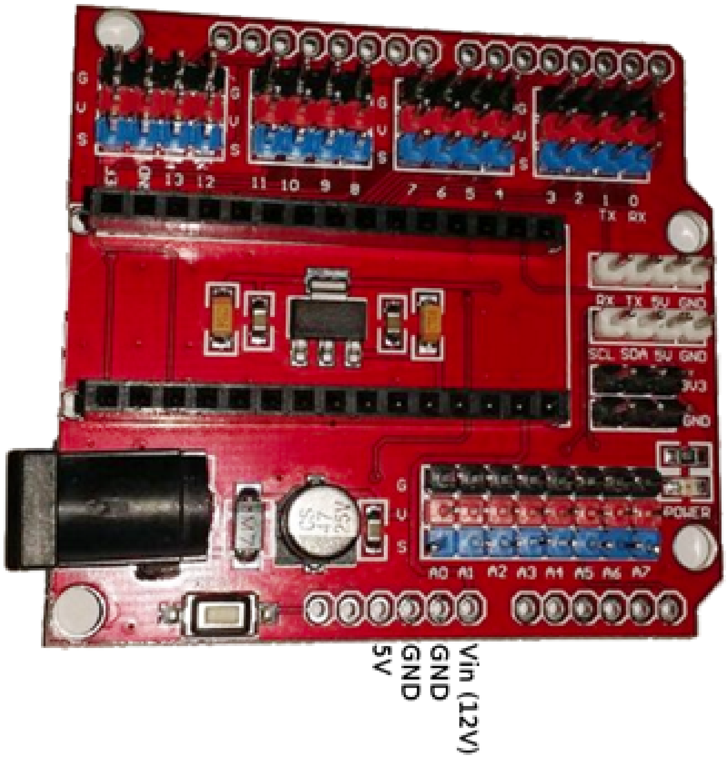
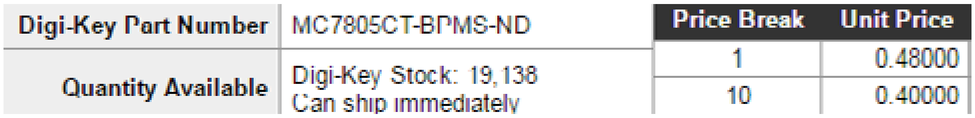


Fig 2 Nano prototype shield

First the hardware, an Arduino Nano with a mini USB connector and programmer built in, a Funduino "Prototype Shield I/O Module Extension Board", just search Ebay for this $3 part, the Nano is $2.19 with free shipping at this time (search for "Arduino Nano USB"), and I have found that the parts coming from Hong Kong always shows up quicker than China...maybe Murphy is just in the correct spot for that to occur every time. (Fig 2)

And of course we need to create a suitable 5V power supply that will be able to power the four servo motors, since, as mentioned before, the servos will draw more power than your USB cable can provide. The big connector on the Shield only goes to the Nano's Vin pin, and it is also not a good idea to rely on the Nano's regulator to power the motors. Good news, for a mere $0.48, a low dropout 5V regulator from Digikey, the MC7805CT, will fit easily into the holes on the side of the Shield labeled Vin (12V), GND and 5V above. 1.5 Amps should be plenty.



Digi-Key Part Number	MC7805CT-BPMS-ND
Quantity Available	Digi-Key Stock: 19,138 Can ship immediately

Price Break	Unit Price
1	0.48000
10	0.40000

Fig 3 5V regulator with pins in order: Input, GND and Output

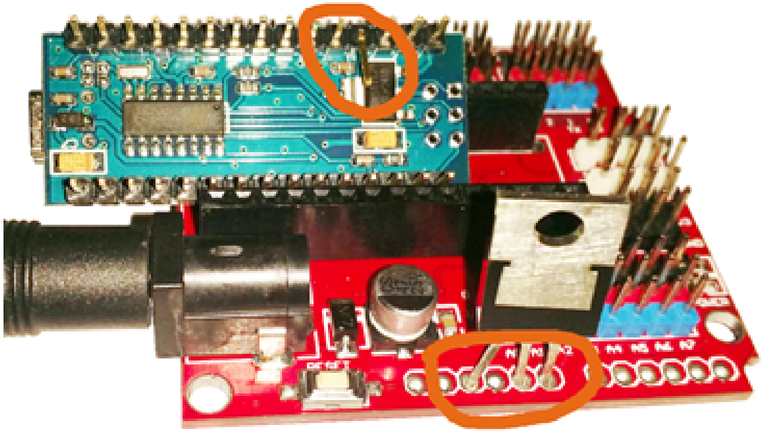


Fig 4 Bend Nano 5V pin and MC7805CT soldered into Shield

So two things to do, bend the 5V pin on the Nano to the inside, so it does not connect to the Shield at all and then solder the MC7805 into the Shield as shown in Fig 4.

Now, without the Nano, a 7 to 12 Vdc power supply plugged into the 2.1 mm power socket, should make the shield POWER LED turn on bright green. And when you insert the Nano, it's own red POW LED should turn on too. Fig 5

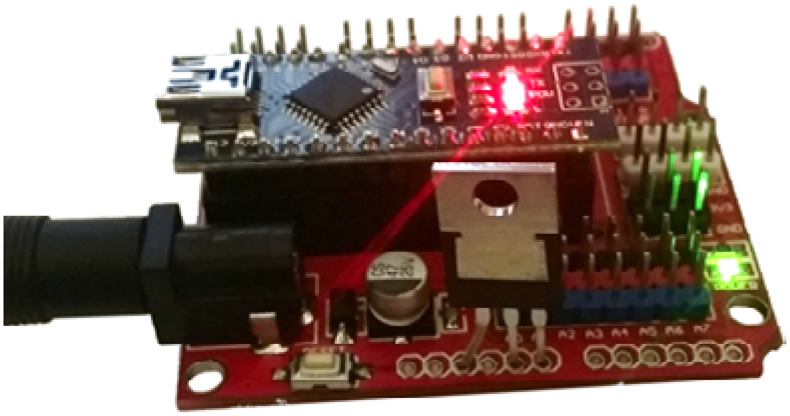


Fig 5 1.5 Amp enabled Shield and Nano

While you are ordering and spending money, get the SPI CAN controllers as well too. Search for "MCP2515 CAN SPI Module Arduino", about $2.16 today. You'll need 2 to get started, since your computer node needs one too. For every future module you add, you would only need one more. Fig 6

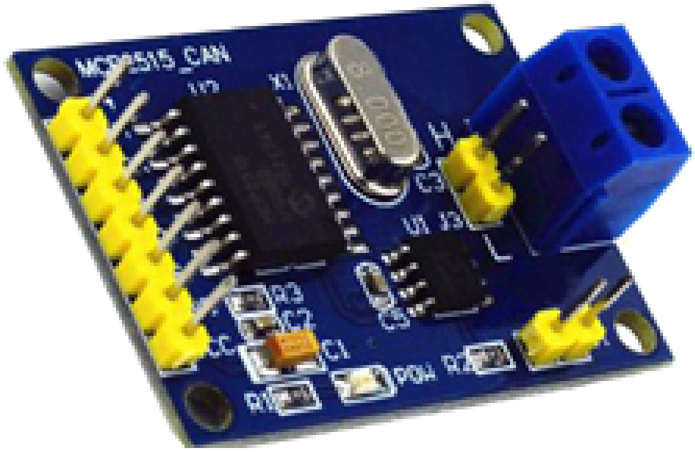
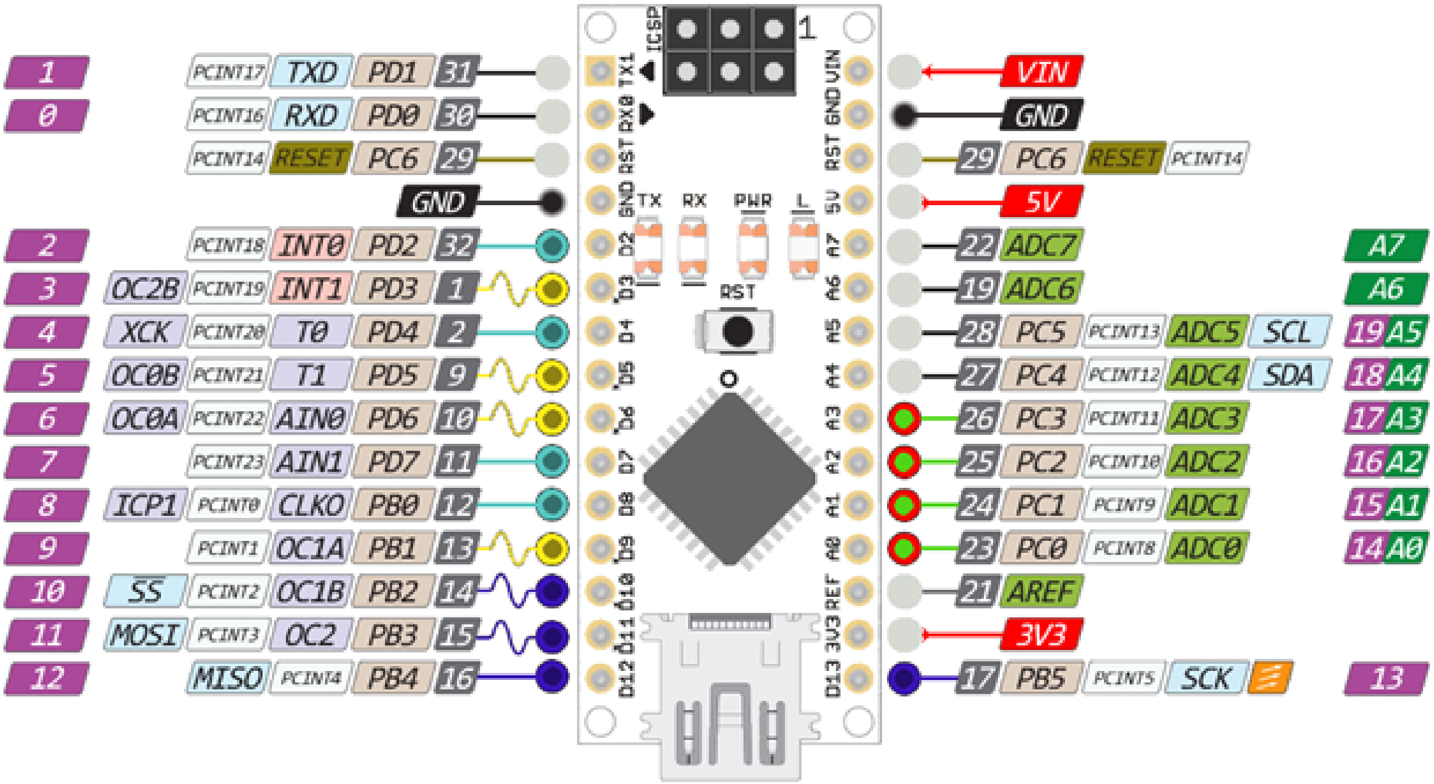


Fig 6 SPI CAN Transceiver, for next article

Always modify (change the on or off time) and load the Blink example onto your Arduino by itself to make sure your USB cable and software are in working order. Then you plug the Nano in on top of the Shield and power it from the 5V supply, witnessing that your LED on pin 13 is still blinking.



Servos will connect to the yellow circles (pins D3,D5,D6,D9), inputs to the Cyan circles (pins D2, D4, D7, D8) and LEDs to the Green/Red circles (pins A0-A3) [Future SPI to blue circles].

Now you will connect the 4 servos to four of the pins that are PWM capable. The numbers in purple on the outside edges of the figure above are the Arduino pin numbers we like to use (and not the Atmel Atmega328P chip's grey pin numbers, closer to the middle). Keep in mind that you could attach more servos if you like, but would need to use software implementations to create the 1 ms to 2 ms pulses required. So, in order to reserve pins (D10, D11, D12 and D13) for the SPI CAN bus device in our next article, we will use pins D3, D5, D6 and D9 for our 4 servos here.

Notice how on the Shield, the black, red and blue connectors are already set up for plugging in a servo directly? On the servo, the darkest wire in the cable (usually black or brown) goes to the black pin (call it ground or common), the middle pin should be 5V and red on the cable too and then the control wire, white, yellow or orange, goes to the blue pin on the board.

4 Servos connected to Nano and Shield

In a hurry to test them? Sure...

```
// ML2016-2a.ino, test 4 servos on D3, D5, D6 and D9

#include <Servo.h>

#define SERVOPIN01   3
#define SERVOPIN02   5
#define SERVOPIN03   6
#define SERVOPIN04   9

#define SERVORIGHT  95
#define SERVOLEFT  105

Servo myServo1;              // create servo object 1
Servo myServo2;              // create servo object 2
Servo myServo3;              // etc.
Servo myServo4;

void setup() {
  myServo1.attach( SERVOPIN01 );  // attach servo object 1 to pin 3
  myServo2.attach( SERVOPIN02 );  // attach servo object 2 to pin 3
  myServo3.attach( SERVOPIN03 );  // etc.
  myServo4.attach( SERVOPIN04 );
} // setup

void loop() {
  myServo1.write( SERVORIGHT );   // move servo object 1 somewhere
  delay( 100 );              // delay a little bit
  myServo1.write( SERVOLEFT );    // move servo object 1 back
  delay( 100 );
  myServo2.write( SERVORIGHT );   // move servo object 2 somewhere
  delay( 100 );
  myServo2.write( SERVOLEFT );    // move servo object 2 back
  delay( 100 );

  // … and repeat with the myServo3 and 4 too.
} // loop
```

Like last time, a copy of all this and the software for download at: http://www.txnamib.com/EnS/rrrduino/ml2016-2

MC7805CT datasheet: http://www.mccsemi.com/up_pdf/MC7805CT%28TO-220%29.pdf

And of course all possible with servos starting at $2.34: http://www.hobbyking.com/hobbyking/store/__9549__Turnigy_8482_TG9e_Eco_Micro_Servo_1_5kg_0_10sec_9g.html

So now that we have 4 servo motors moving each at a time, we are going to do a bit of big software magic and use OOP (Object Orientated Programming) to slow the servo's down and decide by using time, which motor has to move when. Don't worry, if you don't understand OOP (yet), you already used it with `Servo myServo3;` and `myServo1.write( SERVOLEFT );`. No one showed you the code for the class Servo or the write() method in it, and you never need to see it either. Isn't that just awesome? First the code and then the LED and switch hookup.

```
/* Rrrduino Servo controller
 *
 *  Control 4 servo motors with 4 inputs and 8 LEDs showing which way the servo
 *  is  commanded
 *
 *  We are avoiding the SPI pins, 10-13 (https://www.arduino.cc/en/reference/SPI)
 *  to allow for a CAN controller in a simple LCC example soon
 */

// SPI not used yet, but used as a placeholder to remind us
// pin 10,11,12 and 13 has another purpose soon
#include <SPI.h>
// need servo library, correct?
#include <Servo.h>

#define SERVO1PIN 3
#define SERVO2PIN 5
#define SERVO3PIN 6
#define SERVO4PIN 9

#define SERVO1INPIN 2
#define SERVO2INPIN 4
#define SERVO3INPIN 7
#define SERVO4INPIN 8

// could also use 14,15,16 and 17 here:
#define SERVO1LEDPIN A0
#define SERVO2LEDPIN A1
#define SERVO3LEDPIN A2
#define SERVO4LEDPIN A3

// set the positions for the servos to go to, easy to change to move each one to a
// different position on each end, could also make it adjustable and save the values
// in EEPROM (will do that in the article after next.
#define SERVOLEFT    75
#define SERVORIGHT  105
#define SERVOCENTER  90
#define UPDATETIME  100

unsigned long now; // global now for use in timing
```

```
// a little bit of OOP (Object Orientated Programming):
// creating a class to control a Servo at a slower speed
// we set a commanded position, depending on the state of an input pin
// and then at every update interval, we move the position one step closer to
// the commanded position. want to move faster or slower, decrease or increase the
// update delay, or increase/decrease the distance you travel at every update.
// default is 1 step per update.
class SlowerServo : public Servo {
  public:
    SlowerServo( unsigned long deltaTime ) {
      l_deltaTime = deltaTime;     // set the delay time between each step
      i_pos = SERVORIGHT;          // set the initial position
      i_commanded_pos = i_pos;     // and commanded is set to current pos, but the
                                   // motor will only move once "init()" is called
                                   // and then after that with every "update()" call.
    } // constructor

    // this changes position from one to the other, true for LEFT and false for RIGHT
    void setPosLeft( bool b_left ) {
      if ( b_left == true ) {
        i_commanded_pos = SERVOLEFT;
        digitalWrite( i_led_pin, HIGH );            // set the LED accordingly
      } else {
        i_commanded_pos = SERVORIGHT;
        digitalWrite( i_led_pin, LOW );             // set the LED accordingly
      } // if true
    } // setPosLeft

    // check the input pin and change the output accordingly
    bool updateInput() {
      if ( digitalRead( i_in_pin ) == true ) // if the pin is high
        setPosLeft( true );                  // go left, the default with internal pullup
      else
        setPosLeft( false );                 // else go right
    } // updateInput

    // assign the pins for the servo, input and LED output
    void init( int servo_pin, int input_pin, int led_pin, unsigned long mils ) {
      i_led_pin = led_pin;                   // remember which pin
      pinMode( i_led_pin, OUTPUT );          // LED pin as an output

      i_in_pin = input_pin;                  // remember which pin
      pinMode( i_in_pin, INPUT_PULLUP );     // use the internal PULLUP to
                                             // avoid an external resistor on the
                                             // the switch
      updateInput();                         // test and set LED since we are up

      l_before = mils;                       // save the time
      attach( servo_pin );                   // make this a servo on this pin
    } // init
    // update gets called as often as possible. we check the current time and compute if it
    // is time to do something, like moving to the next step.
    int update() {
      if ( now - l_before >= l_deltaTime ) {
        l_before = l_before + l_deltaTime;  // update before to be one timestep closer to now
        if ( i_pos == i_commanded_pos ) {
                                            // do nothing if we are there
        } else {
          if ( i_pos < i_commanded_pos )    // are we there yet?
            i_pos = i_pos + 1;              // increase position by 1
          else                              // go the other way
            i_pos = i_pos - 1;              // increase position by 1
        } // if else
        write( i_pos );                     // make the servo move!
      } // if time
    } // update

  private:
    unsigned long l_deltaTime;              // how many milliseconds before we move again
    unsigned long l_before;                 // the last time we tried to move
    unsigned  int i_pos;                    // the position we are at
    unsigned  int i_commanded_pos;          // the position we need to go to
    unsigned  int i_in_pin;                 // which pin is our input pin
    unsigned  int i_led_pin;                // which pin is our LED output pin
}; // class SlowerServo

// We create the object with only the delay time it needs to say how often to move,
// setting the pins are done with an “init()” call to avoid any hardware pin setups
// in the constructor.
SlowerServo myServo1( UPDATETIME/2 );    // this one will move faster
SlowerServo myServo2( 2*UPDATETIME );    // this one will move slower
SlowerServo myServo3( UPDATETIME );      // this one will move too
SlowerServo myServo4( 2*UPDATETIME );    // this one will move slower


void setup() {
  Serial.begin( 115200 );
  Serial.println( “Starting ML2016-2 version 1.0 ...” );
        // how do you know what software
        // and version is loaded on your Nano?
        // Broadcast it on startup! Ctrl-Shift-M
        // in IDE will bring up Serial Monitor

  // all hardware related work does not go smooth in the class’s constructor,
  // so, it is all moved to the “init()” method
  myServo1.init( SERVO1PIN, SERVO1INPIN, SERVO1LEDPIN, millis() );
  myServo2.init( SERVO2PIN, SERVO2INPIN, SERVO2LEDPIN, millis() );
  myServo3.init( SERVO3PIN, SERVO3INPIN, SERVO3LEDPIN, millis() );
  myServo4.init( SERVO4PIN, SERVO4INPIN, SERVO4LEDPIN, millis() );
  delay( 500 );          // some little delay, just because.
} // setup

void loop() {
  // get the milliseconds since startup:
  now = millis();

  // check every servo’s input:
  myServo1.updateInput();
  myServo2.updateInput();
  myServo3.updateInput();
  myServo4.updateInput();
```

```
    // then check each servo if it needs to update:
    myServo1.update();
    myServo2.update();
    myServo3.update();
    myServo4.update();
  } // loop

  /* Sketch uses 4,536 bytes (14%) of program storage space. Maximum is 30,720 bytes.
  Global variables use 354 bytes (17%) of dynamic memory, leaving 1,694 bytes for local vari-
  ables. Maximum is 2,048 bytes. */
```

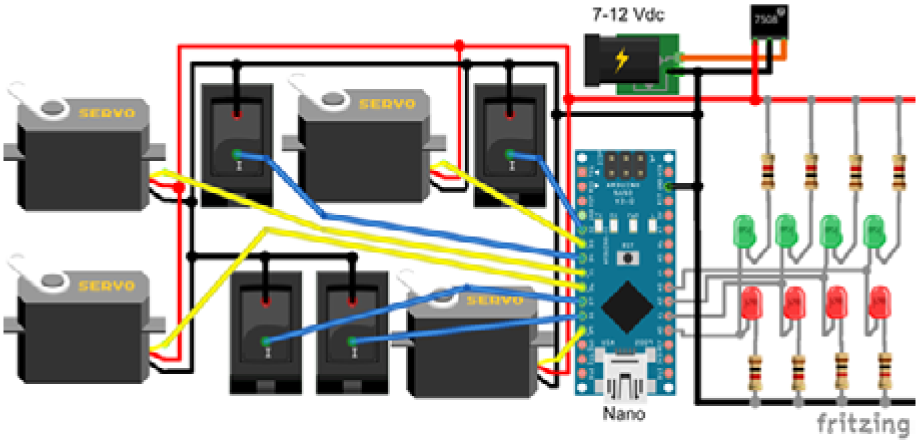


Fig 7 Switches hooked between input pins and GND, LEDs (each with own resistor) hooked between output pins and red to GND and green to 5 Vreg.

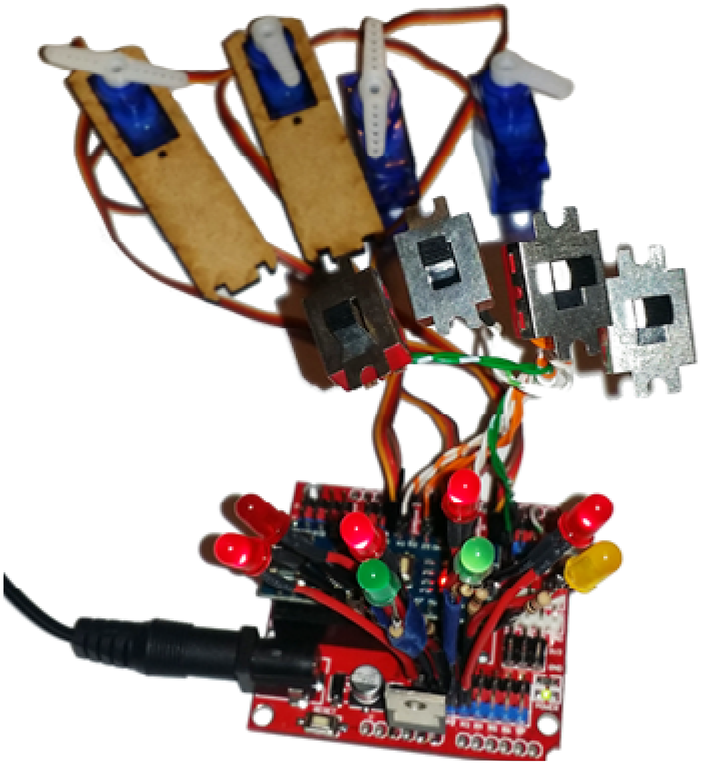


Fig 8 Final product, 4 servos and LEDs controlled by 4 switches.

So, copy the code above in a new file in the IDE (the Arduino software on the computer), save it as something you'll remember. Watch out for the comments at the end of the lines, when they wrap around to the next line without a // you have now added "code" that is not "code". With the Nano connected to the computer's USB port, select the Board (Nano) and Port from the Tools menu. And then click the Upload button (Ctrl-U) to compile and upload the code.

So, code is on the Nano, and the switches connected to the input pins and GND. The input pins are using the internal PULLUP resistors in the Atmega to have the pin pulled up to the internal 5V when the switch is not connected to GND. Each red LED has its 1 kOhm resistor between an output pin and GND, so it is on when the pin is HIGH. Each green LED has its 1 kOhm between an output pin and the regulated 5V and will turn on when the pin goes low, the opposite of the red LED. When the output pin is in a high impedance mode, like an input, both LEDs would be on, but dimmer than normal, since the current needs to flow through 2 resistors and would have two LED voltage drops. So a short dimmed state while your Nano is turning on getting ready.

So, toggle a switch and the servo starts moving the other direction. With little trouble you could have the LEDs flashing while it is moving, or make the pin an input and have both on.

What could this be used for? Throw 4 turnouts on a layout, control 4 directional turnouts under your new car system, or automated some fair ground scenes with moving things. And imagine what the possibilities could be, when in the next article, we connect all this to JMRI??? *ML*

A brass C&O 4-6-4

The Market for Brass

by Matthew Hardey

I have recently had the primary responsibility for disposing of two brass collections of two long-term, serious model railroaders in our operating group.

The first was a modest sized collection of Great Northern steam, most of which had not been operated at all and showed little if any wheel wear. These included some large articulated locomotives. All of them were "stock" DC powered and all had been subjected to flooding in a recent hurricane. Surprisingly, these were relatively easily cleaned up, and though the factory paint was ruined on several of them, they ran beautifully once lubricated, and brought comparatively good prices on Ebay given their appearance.

The second collection was a larger collection of C&O brass, most of which had "had the wheels run off of them" on a large private railroad. They were all DCC equipped and had been nicely finished but were showing the wear from years of regular operation. Some had minor missing or loose parts, but all still had plenty of life left in them. Some of the prices we received in the Ebay auction were 20% or more above our pre-sale expectations - which were based on recent sales on Ebay.

In both cases, the locomotives were presented photographically in an operating setting, on a reasonably well finished segment of a model railroad, and in both cases the bidding was reasonably competitive. Howard Zane, the widely known and admired collector from Maryland, was a buyer of several pieces in the C&O auction. He expresses the view on his web site that these are "investments" that will yield a return if properly maintained. And perhaps he is correct.

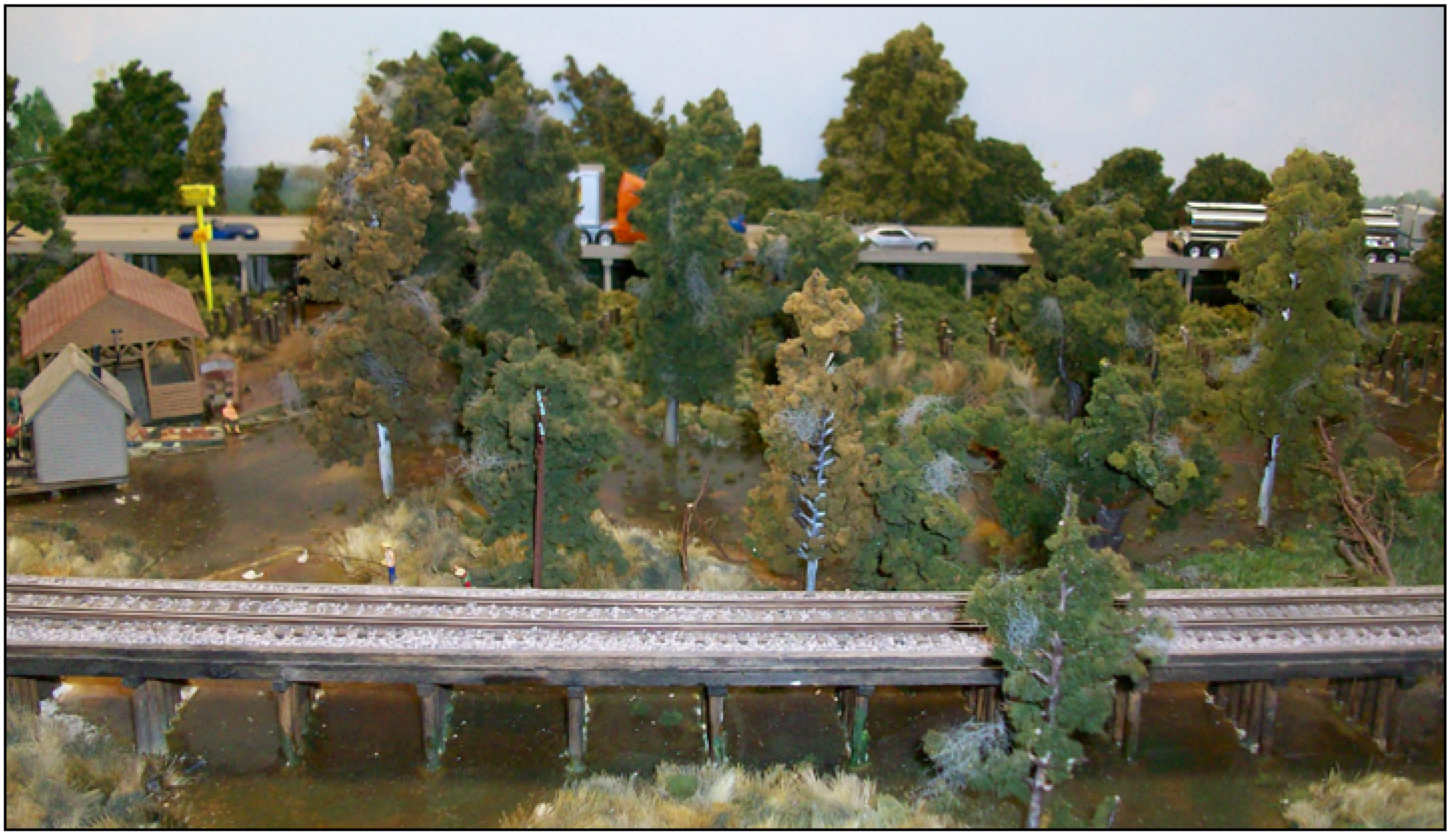
A brass C&O 4-6-4

However, I think one of the things that augurs against brass as an investment is related to our mortality. Comparatively few of us remaining in the hobby ever saw mainline steam in operation. Diesels were the order of the day in the mid-1950's. I'm in my early 60's and can remember a childhood experience that hooked me into the hobby when what must have been a steam locomotive, big, black and belching clouds of black smoke rolled down the tracks near our home. That experience, and the living, breathing nature of the steam locomotive, was something that left a mark in my soul that connected me to steam forever. But someone younger would not have had that same experience. The next generation knew almost nothing but diesel power. So would they be attracted to brass steam locomotives? Not highly likely.

I would propose to you that as we climb the mortality table over the next ten or twenty years, and our accumulations of brass steamers come to the market for sale, it will further exacerbate the already-visible imbalance in the marketplace. I sincerely doubt that there are enough Howard Zanes in this world to soak up all of the excess inventory that will hit the market in the next ten years! So I would expect the softness to continue, and prices to decline, or at least not keep up with inflation.

Finally, with respect to the younger generation, I can't understand why most of them would even consider a brass diesel locomotive given the current level of detail, operating characteristics and overall quality of the "plastic" diesels on the market today. So even among the diesel fans, I suspect that the brass locomotive will continue to fade from popularity. ML

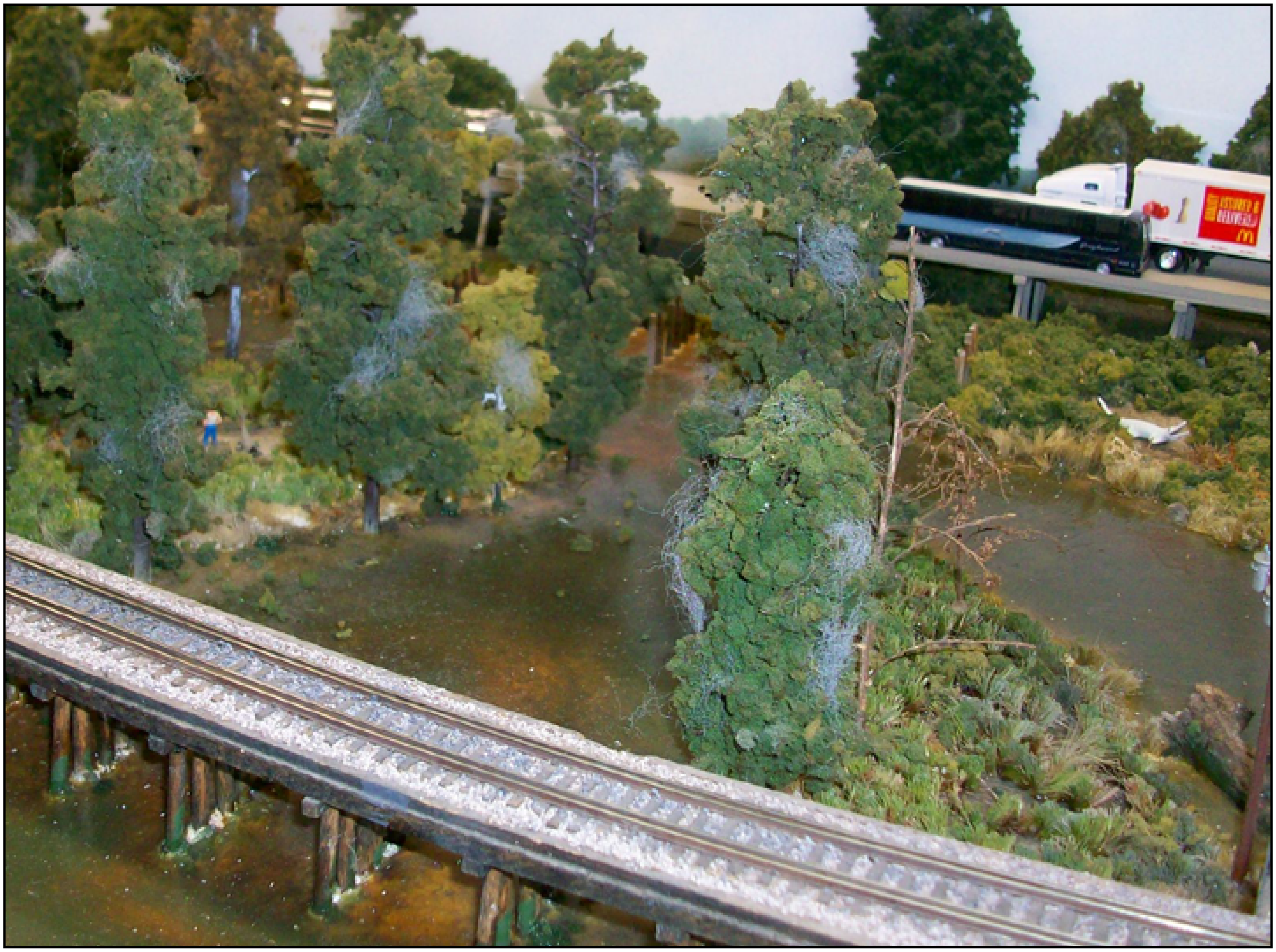
Spanish Moss for the Swamp on the Crescent Lines



Text and photos by Ken Mason

While my wife Maureen and I have been working on replacing the old broken trees and shrubs on the Crescent City Model Railroad Club Crescent Lines layout, we have been looking for new and different ways to make trees and other scenery. Most of the trees we have made have been the traditional foliage over tree armatures with ground foam hair sprayed on top of the foliage. We use twigs from the yard or plastic armatures that have been painted to look less plastic like. We are always trying to find different material to use for our scenery that does not cost too much, or has a really good scenic effect. One idea I came up with recently is a way to make Spanish moss to hang from our swamp trees.

One scene that stands out on the layout is the swamp area between River City and Spanish Fort. It has a lot of cypress type trees and some deciduous trees that look like oaks. The scene was starting to show its age and we were looking for a way to "freshen" it up. We gave the water a fresh coat of mod podge to shine it up a bit, but there was still something missing.



Since I work in a body shop we have a supply of scotch-brite pads that are used to scuff down body parts before they get painted. We had tried out the green scotch-brite idea for making conifer trees with not really good results, so one day I picked up a used gray one and started pulling it apart. The idea hit me that the pieces of pulled apart grey scotch-brite pad would look great as Spanish moss, hanging on the trees in our swamp.

So the next Friday night meeting we had, I pulled out my used grey scotch-brite pad and started hanging moss in the trees in the swamp area. It took about 30-45 minutes but the results were fantastic. The moss totally transformed the scene and it looks great. We had many positive comments about the moss during our open house weekends.

You can see in the attached pictures just how it looks now. You never know where a great idea for a model railroad use will come from. You just have to keep your eyes open to different opportunities. ML

NMRA Layout Directory

Work is underway on a new program to create a member Layout Directory. This will replace the visitation feature of the old NMRA Pike Registry Program.

The Layout Directory will be an on-line system that allows NMRA members (only) to:

- Identify the layouts of participating NMRA members by location, scale, gauge, era, prototype and area modeled, etc.
- Review the particular features of the layouts
- Contact layout owners to arrange visits or exchange common-interest information

Layout owner participation will be voluntary and built-in security features will protect privacy.

A working group has been formed to develop the Directory and input is needed from NMRA members.

One of the first tasks of the group is to survey layout owners from the old Pike Registry and visitors to their layouts to determine:

- What visitation aspects worked
- What didn't work
- What features they liked
- What features they didn't like
- Suggestions for the new Layout Directory

The working group also will survey other NMRA members who either own layouts or are interested in visiting layouts to determine what they expect from a directory, what concerns they may have and suggestions in general.

NMRA members are invited to comment by contacting the working group chairman, Bob Chaparro, at chiefbobbb@verizon.net or 951-925-2069.

Members interested in having their layouts included in the Layout Directory also should contact Bob. *ML*

Nominations

Blake Bogs
superchief15@yahoo.com

Petticoat Junction meeting with Bruce Blalock presenting

Well Folks, this is the end.

Some of you may be asking, "the end of what?" It is the end of my term as your Nomination Chair. This will be my final editorial as your Nomination Chair.

Over the last four years we have gone to online voting and had other amazing thing happen in both the Nomination Committee and in the Lone Star Region. I thank you greatly for trusting me the last four years to serve as your Nomination Chair. Once again thanks for your support and votes as I have been officially voted in as your next Director at Large. You will start to see my report as Director at Large in the Fall issue of the Marker Lamp. My replacement has been named and will be Steve Blackson of Division 4.

Steve is a great guy and will do an extremely good job in this position. As things transition over, please contact either myself or Steve if you are interested in running for office.

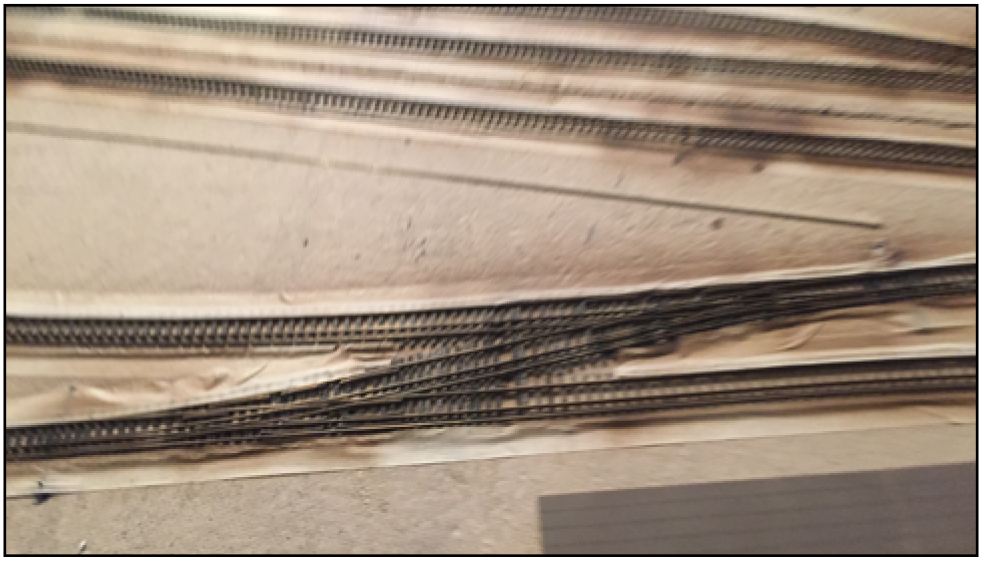
That being said, I would like to continue by saying that 2015 was a sad year. In just one week in December, we lost two great model railroaders that I knew. Both of these guys I have known since I was born. It is hard to say goodbye to friends that are like that. But, unfortunately it is a necessary evil. Something I have covered over the past years in my articles is that model railroading is not about the trains, rather, it is about the friendships that are made. It has come to the point where I have more friends in model railroading than outside of model railroading. At this point, even if I only see you once per year, I value your friendships greatly. My life has been changed by every single of one of y'all over the years.

On another note, I made more progress on my layout. Over the Christmas break I finished painting my track and started tweaking switches. It was also a milestone for me as I ran trains for the first time since the end of the Narrow Gauge Convention in 2015. The next step is modifying a couple of pieces of track, finish tweaking the switches, and then finally continue ballasting. After this, my second level will start and the Narrow Gauge will be headed to Durango and my future town which I haven't named yet. I was hoping to get the ballast down but it looks as if it will be summer before I'm able to finish that up.

School at Sam Houston State University has kept me busy over the last few months. Over Spring Break I got my wireless system set up on my layout. This has become a blessing while I am modifying my switches and tweaking locomotives.

Track work continues - before painting

Another accomplishment is that I was actually able to start modeling again. I assembled my first kit in April when I had a vacation day. I'm not going to mention what kit I put together as it might be in the contest room, but I will say it was a wood kit with white metal castings from the 70's.


During painting

This was a challenge for me because this is the first kit I have ever completed that is composed of "a pile of sticks," but it went surprisingly well. I have a couple of other kits that I have been planning on putting together before the convention so hopefully you will not see just photos from me in the contest room this year.

I also mentioned Josh a while back, the 9 year old that I was helping get into model railroading. I wanted to give you an update on Josh. He is now starting to assemble his first real layout. His parents let him have a 40" x 72" sheet of plywood under his bed so I'm helping him get the track necessary to have a track plan. It will not be much, just a loop of track with three switches, but I heard someone say once, start small and grow bigger. I also just helped him find his second locomotive, a Proto 2000 GP-7/9 locomotive. Additionally, he was approved for the youth award. I am extremely proud of him and hope to help him learn more in the future.

During my last commentary, I covered getting youth involved in the hobby. The LSR membership is changing and we need to change with it. I feel we also need to spread our efforts to college students. I always think of this as a plant and soil. If you start talking to college students and families, we can start planning seeds that will start eventually growing when they have a family and are looking for something to get their kids involved in.

Also, quite a bit has been happening in Houston since December. Petticoat Junction has had several great meetings since I last wrote. We had our Christmas party which was a change for us. The Narrow Gauge Cartel asked to combine their party with our meeting which had the one and only Bruce Blalock talking. We ended up combining them which allowed us to have a fantastic meeting. My heartfelt thanks to Bruce for speaking to us.

In February, we had Chuck Lind come and give us a fantastic clinic on Estate Planning. This is a subject that is hard to talk about, but it must be discussed. Please keep in mind that as model railroaders, we need to keep a current roster. We need to do this for three reasons. These reasons include insurance, so we do not end up with duplicates, and finally for our spouses if something happens to us. Coming up in the next couple of months, we have Bob LaRoe doing a clinic on the White Pass and Yukon and Pete Leach doing a clinic on Backdrop Painting. Please come join us. We meet at Valley Ranch BBQ every first Friday of the month starting at 6:00 PM.

As I close this article out, let me end it with the topic I began with when I wrote my first editorial as your Nominations Chair. Why should you volunteer? First, you can start receiving volunteer hours for your Volunteer certificate. Another reason is, if you run for the right position, you can receive your Official Certificate. This also allows you to host meeting in your community, judge models for your friends, and play trains all while volunteering for the NMRA.

I may be a little bias, but I consider this organization one of the best organizations to volunteer with. We have some of the nicest and most caring individuals who would do anything for you whether it has to do with trains or not. If you do not want to run, please consider voting if you do not do so already. Voting takes less than ten minutes. It is extremely easy and helps the LSR progress towards the future. Voting is extremely important and every votes counts. Several elections have nearly come down to the very last vote. Just know, your vote always counts.

Thank you so much again for allowing me to be your Nomination Chair and I look forward to serving you as your new Director-at-Large for the next two years.

Until next time, happy model railroading! *ML*

More track during painting

New plugs added for more convenience.

Achievement Program

by Duane Richardson, MMR

It's been a bit slower year this year, but we did process 11 National AP Certificates with 2 MMR confirmed and 1 that I will be submitting with the paperwork for May.

They are as follows:

Jan Kutch - Volunteer
Roy Stockard - Electrical
Lee Bangma - Author & MMR
Boyd Patterson - Golden Spike
Don Winn - Author, Chief Dispatcher
Mike Mackey - Cars, Civil, Electrical & MMR
Jerry Wilson - Scenery & MMR (Pending)
Donna Orr - Official
Ken Kaiser - Volunteer

So...for the few I know who are only a certificate or two away, Guido has your names and addresses. So if the doorbell rings and it's a large gentleman with a thick accent, weilding a stick with a nail it you know what that means!

As always, if you have any questions about the AP process or need any guidance at all please feel free to reach out to me. ML

For more information on how to get involved in the Achievement Program, contact:

DUANE RICHARDSON, MMR
1122 Holland Drive, Garland, TX 75040
(972) 495-6375
duane@purgatoryanddevilriver.com

Director Reports

Cowcatcher Division 1

by Chris Atkins
chris@railroadermodelers.com
214.222.1285
cowcatcherdivision.com

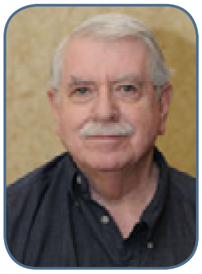
Hi all. Hope you are getting ready for this summer's exciting LSR convention right here in Division 1. If you haven't registered, head on over to http://daylightexpress.com get yours in. Make sure to look at the exciting prototype tours still available like the tour of BNSF's Alliance intermodal yard and the Six Flags Steam shop tour.

We had a great group of guys come over to my house in April for a division meeting. I presented a clinic on spline roadbed and we took a look at my layout progress, which has been significant since the division came over a year ago January.

As I write this I'm on vacation in Ireland. I tried stopping by a hobby shop but the only one easy to get to without battling the Dublin traffic turned out to be more of a die-cast model store than a train store. They did have a lot of British models like Hornby, though. The biggest surprise was the number of railroad and model railroad magazines on display at a mall bookstore called Eason's as shown in the photo. All were European except Trains and Classic Trains.

I haven't seen many trains in Ireland other than passenger. I did see some empty well cars in West, so there evidently is some freight still.

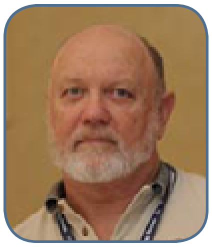
Well, I'm going to keep this report short and sweet and get back to vacationing. Hope to see you all in June.



Bayou Division 2

by Rod Fredericks
fredericks.rod@gmail.com
225-939-0187

No report filed.



North East Texas Division 3

by Jerry Hoverson, MMR
jhoverson@tx.rr.com
972.540.5315

Daylight Express 2016

Well, spring has definitely sprung and the crew has been working hard to get the layout ready for this year's convention.

Speaking of the convention, if you haven't registered yet, WHAT ARE YOU WAITING FOR? This is the premier LSR event of the year not to mention a b___ load of fun!

I mentioned in the last report that the January meeting clinic was on making mountains using the Bragdon Geodesic Foam instead of plaster. And got a lot of requests to demonstrate how to color the rocks after they are formed. But with the Plano show and all the new members from there it was time to do "Model Railroading 101" again so the coloring got put off until March.

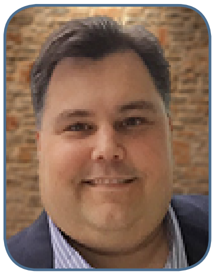
February was the first meeting after all the winter train shows and we had a record attendance, 151 members at the meeting. Now I have to say that we also hosted the youth group from Fort Worth so it wasn't all new members but a record none the less

We didn't forget about our long time members, however. In addition to holding the MR101 clinic we also had Duane present a clinic on "Signs"

So, March rolls around and we again split up the group and I do present the clinic on coloring the Geodesic Foam while Larry Swigert and Boyd Patterson continue the Model Railoading 101 clinic with our new members.

Then, in April, we gathered together tree making machines from Craig Tribuzi, Jeff Palmer, and Duane Richardson and we presented a free hands-on MAKE-N-TAKE clinic on making trees. We plan on continuing this theme in May coupled with a BBQ at Donna & Roger's house by using grapevine stocks from Donna's vineyard to add trunks to the trees.

Lot's more to come so "Keep rolling down the tracks" and we'll see you next time!



CenTex Division 4

by Peter Kazmir
pakazmir@gmail.com
CenTexNMRA.org

There are a lot of great things happening in our division this year.

We have moved to a new meeting location at the Austin Northwest Recreation Center, where we're meeting every other month (in the odd months) on the 2nd Saturday of the month. Also: I like saying "month."

At our March meeting, Jerry Wilson led a great clinic on resin casting. He brought several examples, tools, and equipment, and casted a model during the presentation. We had our usual show and tell, and afterwards we toured Rod Reams' Denver, Rio Grande & Southern Pacific as well as Rudy Pirovitz' Eastview, Medford and Pacific. Pictures from the meeting and tour are available at http://centexnmra.org/meetings/2016-03.html – and make sure you check out Edmar Wienskoski's custom-built DCC throttle, complete with touch screen and support for switch lists and RFID-based car spotting!

At our May meeting, Riley Triggs led an entertaining clinic outlining the operations game he has created and Jack Merkel gave a mini-clinic on entering contests. Afterwards we toured Jim Zwernemann's T&NO/MKT, Steve Nelson's MKT Sedalia Division, and Mike Barrett's Taylor, Bastrop and Houston Railway. A recap and photos are available at http://centexnmra.org/meetings/2016-05.html.

Our next meeting will be July 9. Check out http://centexnmra.org/meeting.html for details.

We are also in the process of forming a new club in the Austin area, primarily focused on HO scale (at least at first). It will be joining a number of existing clubs in the Division including AustNtrak, the Tinplate Trackers, the Texas Garden Railroaders, the On3 Hill Country Outlaws, and the L Scale Texas Brick Railroad.

Our web site continues to grow. We now have an online list of over 55 division layouts – many with virtual tours – that will continue to expand. It started with a focus on Austin area layouts because those are the layouts that have been on tours in the past, but we plan to include layouts from throughout the division. The layout page can be found at http://centexnmra.org/layouts/index.html.

We've also added discussion forums to our web site, since the one thing model railroaders like to do (in addition to model railroading) is talk. Check them out at http://centexnmra.org/forums/.

If that weren't enough, David Barrow, Chuck Ellis, Jack Merkel and others have hosted operating sessions during the past few months as well.

And finally, we've set the date for the Second Annual Cen-Tex Division NMRA Meet, which will be October 22. That weekend will probably be the permanent weekend for the Meet going forward. We hope to see you there!

Until then, have fun!

Division 5

by Dave Lamberts
DavidWL1944@aol.com
806.792.7244

Every year Lubbock puts on the Arts Festival. It is a pretty big deal with artists from all over the area and lots of arts and crafts. This year we were given a large room to set up our modular layout (HO). I would say it was extremely successful has we had rooms full of visitors for most of the day. We gave out dozens of our "business" cards. We had thought that just a business card was a a slight impotent way to advertise the club, so this year our vice president, Kelby Vise, wrote and had printed a three-fold brochure telling the details of our club (the Lubbock Model Railroad Association.) We passed out dozens of the flyers and hopefully will obtain some new members.

If anyone would like to see a sample of the brochure let know and I will mail you one.

Division 6

by Kevin Bergeman
kevin.bergeman@gmail.com
210.488.4370

No report filed.

Division 7

by Don Kimmell

elf4kcs@mac.com

318.798.7718

Hello again from somewhat dry-at least today-North Louisiana. I hope everyone has had a productive winter and spring. First off, I hope to see everyone, or at least some members, at the LSR Convention this June. If you are already signed up, great! If not, it is not too late to do so. If you have never heard Charlie Getz give an "after dinner speech", that alone is worth the price of the Convention! Hope to see you there.

We now have some new owners of Trends and Trains here in Shreveport, Mr. Tom has retired. I have yet to stop by, but it is on my list fro next week.

By the time you read this our "local" train show will be history. I hope to have a report on the Tyler Show-this weekend-, the Jefferson and the Shreveport Shows in the next report. Hope to see some familiar faces when I attend over the next 4 weeks.

On the local scene, Tom White has told me that the folks down at our SciPort-Imax are planning to upgrade their projector to "digital", which will open up more space for the layout there. Fun!

As far as I know-which at times is very little-none of our members have had any water damage after our recent rains.

Again, thank you for allowing me to serve the members here in Division 7.

Go play trains!

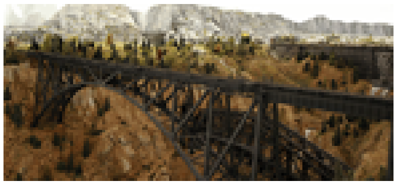
Texas Gulf Division 8

by Jim Lemond

jimlem@verzion.net

Division 8 has restarted monthly modelers clinics for NMRA members and guests. Division Pres-ident, Ray Byer has organized a varied group of informational and "hands-on" clinics for 2016. The schedule and topics of the clinics are to be found on the Texas Gulf Division (Division 8) web site (http://texasgulfdivision.org). The location for the clinics are set for the Bayland Center, Bayland Park in Houston.

The San Jacinto Model Railroad club held a very successful train show in February. The show featured over a hundred vendors, modular layouts in various gauges and some very interesting and informative clinics centering on model railroading and full scale railroading. At this show we gained several new NMRA members and renewals.



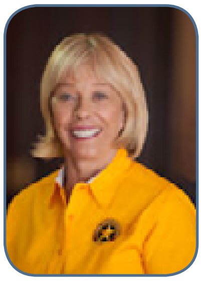
This is reminder to attend the Lone Star Region Convention June 22 - 25, 2016. The convention will be held at the Sheraton Arlington Hotel in Arlington, Texas. The web link for the convention is: http://www.mainlinerails.com/

The NMRA National Convention will be held in Indianapolis, July 3 - 10, 2016. The link to the convention is: http://www.nmra2016.org/

It is with sadness to report the dissolution of a model railroad club in our Division. The Galveston Model Railroad Club and Museum is now closed. A sale of all locomotives, rolling stock, struc-tures and DCC equipment will be offered for sale to model railroaders nationwide. The main lay-out features many Overland Brass Bridges and structures. Many professionally built Fine Scale Models are featured on this large layout. The layout is HO scale. The club is also selling a large separate East Broad Top Hon3 layout with the Hallmark brass locomotives and rolling stock. Featured on the HOn3 layout, modelers will find many custom build EBT structures. Look for lists and sales dates in "The Cowcatcher" magazine and emails. The sales web site is: http://www.frolin.net/forsale/

In closing, I wish to thank members of Division 8 for electing me to another term to the LSR Board. I pledge to represent Division 8 to the best of my ability and work to improve our hobby of model railroading. You may reach me via phone at anytime at 281-229-0845 or via email at "jimlem@comcast.net".

Chair Reports



Treasurer

by Donna Orr

dlo-rls@sbcglobal.net

(972) 342-8598

For the Fiscal Year of 2015/2016

Beginning Balance 02/01/2016	
LSR Checking Account	$ 5,019.01
Vanguard CD Fund	$20,358.90
Vanguard Convention Fund	$10,005.43
Acct Receivable for 2015 Convention	$ 2,000.00
Acct Receivable for 2016 Convention	$ 2,000.00
Total LSR Net Worth	$39,383.34

Not included in Total LSR Net Worth

Funds for the Bob Clark Award $570

LSR Proceeds	
Vanguard CD Fund Interest	$ 35.48
Vanguard Convention Fund Interest	$ 26.60
NMRA Region Rebate	$ 1862.00
Convention Advance Beaumont	$ 454.00
Transfer from Vanguard Convention Fund	$ 500.00
Dealer/Pike ads	$ 177.00
Total Proceeds	$ 3,045.12

LSR Disbursements	
Youth Membership Program	$ 32.00
Historian Expenses	$ 15.16
BOD Meeting Expenses	$ 174.68
Beaumont Convention Losses	$ 2,500.00
Contest Expenses	$ 906.04

Election printing and mailing	$ 240.95
Total Disbursements	$ 3,868.83

Net Proceeds/ Disbursements	$ 823.71

Ending Balance 1/31/2016	
LSR Checking Accounts Total	$ 6,143.18
Vanguard CD Fund	$20,394.38
Vanguard Convention Fund	$ 9,522.07
Acct receivable for 2016 Convention	$ 2,000.00
Total LSR Net Worth	$38,059.63

Not included in Total LSR Net Worth	
Funds for the Bob Clarke Award	$ 570.00

For the Fourth Fiscal Quarter of 2015/2016

Beginning Balance 02/01/2016	
LSR Checking Account	$ 6,047.92
Vanguard CD Fund	$20,373.93
Vanguard Convention Fund	$ 9,512.51
Acct Receivable for 2016 Convention	$ 2,000.00
Total LSR Net Worth	$37, 934.36

Not included in Total LSR Net Worth	
Funds for the Bob Clark Award	$ 570.00

LSR Proceeds	
Vanguard CD Fund Interest	$ 20.45
Vanguard Convention Fund Interest	$ 19.52
NMRA Region Rebate	$ 909.00
Dealer/Pike ads	$ 16.00
Total Proceeds	$ 955.01

LSR Disbursements	
Youth Membership Program	$ 32.00
BOD Meeting Expenses	$ 142.22
Contest Expenses	$ 564.40

Election printing and mailing	$ 91.12
Total Disbursements	$ 829.74

Net Proceeds/ Disbursements	$ 125.27

Ending Balance 1/31/2016	
LSR Checking Accounts Total	$ 6,143.18
Vanguard CD Fund	$20,394.38
Vanguard Convention Fund	$ 9,522.07
Acct receivable for 2016 Convention	$ 2,000.00
Total LSR Net Worth	$38,059.63

Not included in Total LSR Net Worth	
Funds for the Bob Clarke Award	$ 570.00

Membership

by Larry Swigert, MMR
LS4Results@aol.com

2016 MID YEAR LSR MEMBERSHIP COMMITTEE REPORT

There's good news and bad news…

First the good news…

The membership total for the LSR is exactly the same as it was almost a year ago, 1047 total members.

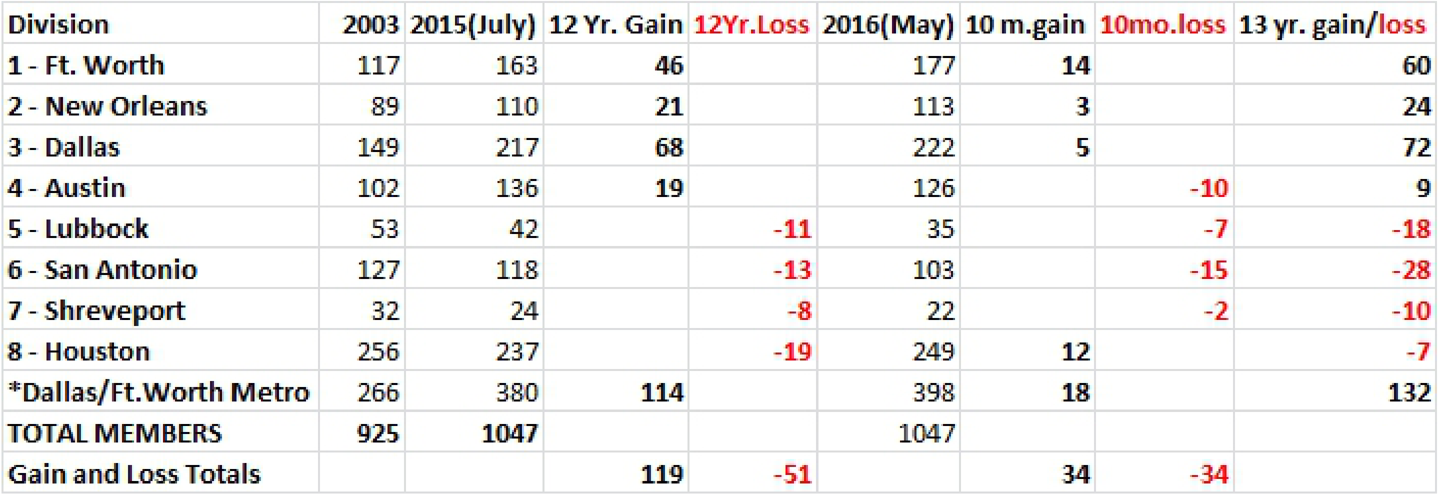
The bad news is that it's the same because some Divisions are doing well in building their membership, which is taking up the slack for the others that are slowly sinking.

I am on the NMRA National Membership Committee. We are now working on a very valuable recruiting/retention program, which is now in its final stages of production, and will be ready for you to use soon. THE NMRA RECRUITING AND RETENTION PROGRAM will be made up of all of the good recruiting ideas and programs that are bring used in Regions around the world. It will be an excellent recruiting tool for you to use to get ideas on how to build your Division.

Also, NMRA had just recently released a great new recruiting video entitled "Welcome to Model Railroading". If you did not get a copy of it just drop me an email (LS4Results@aol.com) and I'll send one your way for your Division to use. It is well done and REALLY works to attract new folks to join NMRA.

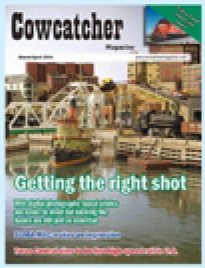
Meanwhile, here is a breakdown outlining the membership growth and loss for the last 13 years.

Please look it over and don't hesitate to let me know if there is "anything" I can do to help your Division grow.



Division	2003	2015(July)	12 Yr. Gain	12Yr.Loss	2016(May)	10 m.gain	10mo.loss	13 yr. gain/loss
1 - Ft. Worth	117	163	46		177	14		60
2 - New Orleans	89	110	21		113	3		24
3 - Dallas	149	217	68		222	5		72
4 - Austin	102	136	19		126		-10	9
5 - Lubbock	53	42		-11	35		-7	-18
6 - San Antonio	127	118		-13	103		-15	-28
7 - Shreveport	32	24		-8	22		-2	-10
8 - Houston	256	237		-19	249	12		-7
*Dallas/Ft.Worth Metro	266	380	114		398	18		132
TOTAL MEMBERS	925	1047			1047			
Gain and Loss Totals			119	-51		34	-34	

Click to join the Lone Star Region and the NMRA at nmra.org



All about the community of model railroading and rail enthusiasm!

Proud supporter of the Lone Star Region

Cowcatcher
Magazine
www.cowcatchermagazine.com

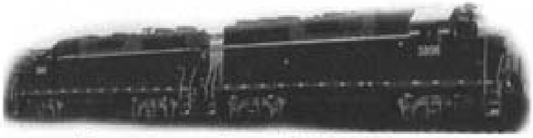
Dealer Ads

Advertise your layout here
...in color!
contact
DONNA ORR
972-342-8598
dlo-rls@sbcglobal.net

Pike Ads

Blackland Switching Company

www.texaszrail.com



Tom Browning MMR, Owner
5923 Over Downs Circle
Dallas, Texas 75230-4039
214-692-9784 thomascb2004@yahoo.com

Tall Pine Lumber Company

Tall Pine Lumber Company RR
West Coast Logging in On3
Chuck & Laurie Lind
3680 County Road 324
Navasota, Texas 77868
979-219-3305

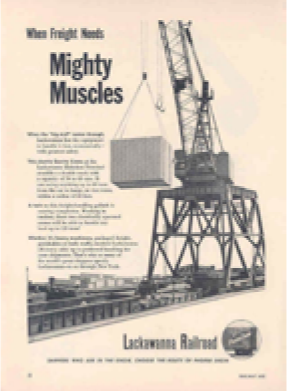
Texas Western Model Railroad Club
6808 Forest Hill Drive, Forest Hill, TX 76140 (682) 587-2092

www.twmrc.org

Building New HO & HOn3 Layout
Clinics
100% NMRA
Memberships Open

Home of the Texas Western Train Show

Thursdays 7:00 PM to 9:30 PM
Saturdays 3:00 PM to 9:00 PM


When Freight Needs
Mighty Muscles
Lackawanna Railroad

Lackawanna Railroad

Pennsylvania Railroad
Laurel Valley Secondary
Pittsburgh Division Circa 1957
Brady & Jane McGuire, Sherman, Texas
903-868-2726
Southwestern Pennsylvania in Texas O Scale

RED ARROW LINES

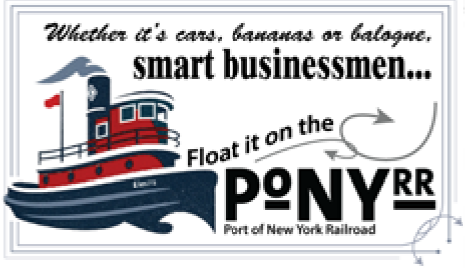
ATLANTA & ST. ANDREWS BAY RAILWAY
The BAY Line
THROUGH AIR-CONDITIONED SLEEPING CAR SERVICE BETWEEN PANAMA CITY, FLA., AND ATLANTA, GA.

GRIZZLY RIDGE R.R.
Grrr
1881 1889
The Bear-ly Make It Route
A 6' Division of the
Ark-La-Tex Modular Club
Tom White Haughton, La.

L V

ACME & MINERAL CITY RAILROAD

Bill Dryden
469-964-8571
Georgetown, Texas
bdrl149@airmail.net
Life Member NMRA & LSR


Whether it's cars, bananas or balogne,
smart businessmen...
Float it on the
PONYRR
Port of New York Railroad

NY
Riley Triggs | ponyrr.blogspot.com

FARMERS GRAIN & TERMINAL
SHORTLINE RAILWAY
TIMETABLE No. 12
CHURCH LANE — COMMERCIAL ST.
W. J. Zahn PRES. - GEN. MGR.
A. C. Zahn TREAS. - DINING SUPT.
Tara Dawn Walker FRT. & PASS. AGENT
Traffic Dept: 270-0702

B.E.D.T.

Your Pike Ad can be in color! **Contact Donna Orr at dlo-rls@sbcglobal.net**

AMARILLO RAILROAD MUSEUM

We meet Thursdays 7 to 10PM, and the 2nd and 4th Saturdays of the month (10 AM to 4 PM). Business meeting, 1st Thursday of the month. Memberships open. From I-40, take the Lakeside exit (#75). Go north on Lakeside 2.2 miles to U. S. Highway 60. Turn right, go east 3.9 miles east, Turn right on I Ave., look for the yellow building with a red roof.
P. O. Box 31105, Amarillo, TX 79120 (806) 335-3333.
www.amarillorailmusuem.com

MILWAUKEE
SOUTHWESTERN
"THE LINDAS"
WACO, TEXAS

COWTOWN MODEL RAILROAD CLUB

(Formally the LMRA Railroad Club)

Fort Worth, Texas

An HO-scale, EasyDCC operating club rising from the ashes of a club that was forced to relocate and is in the process of constructing a new layout. Visit our website for membership and contact information.

Gold Rail Award Winner 2009, 2010 & 2013

www.cmrrc.webs.com

WEST
VIRGINIA
WESTERN
"THE SHINE LINE"
HOUSTON, TEXAS HO & 1 1/2" SCALE

THE SOUTH SIDE AND RIO MESA
Dallas, Texas

SOUTH SIDE RAILROAD MODELERS

An HO club layout being built to operate! Featuring DCC, signaling, train detection, computerized dispatching and car forwarding.

We currently have openings for all interests and skill levels. Join us Tuesdays at 7:30 in the historic Sears Catalog Warehouse - now the South Side on Lamar Building just south of the convention center in downtown Dallas.

www.railroadmodelers.com

Rock Island

GM&O

DAWCHA SOUTHERN
RAILWAY CO.

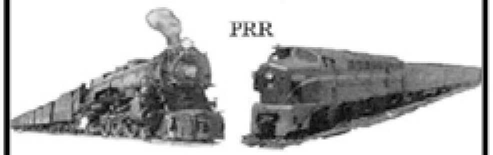
IRON HORSE ROUTE

CHARLIE SPANGLER, PRES.
830-885-4515

2351 Rolling Creek
Spring Branch, Tx 78070-5656

SOUTHERN PACIFIC LINES

THE ALLEGHENY RAILROAD
HORSESHOE CURVE
ALTOONA



Jerry Schoenberg
Carrollton, Texas (972) 242-9053
arrjerry@aol.com

The Greater Baton Rouge Model Railroaders

www.dovetailstudio.com/trains

Galveston Model Railroad Club and Museum

314 27th Street
Galveston TX 77550

SC&W

Gilbert Freitag Houston, Texas

SAMRA

San Antonio Model Railroad Association

Located in the Bob Clarke Heritage Rail Museum
4000 Sq. Ft. Layout and Museum
7702 Narrow Pass, Live Oak, Texas 78233

*****

Meetings are 2nd Friday of every month, 7:30pm

*****

Two Big Train Shows Every Year in January and July

*****

Visit www.samratx.org for details and to order San Antonio & Northern LSR Commemorative Boxcars
Or call Ron Nagel 210 651-5188

NEVADUN RAILROAD
Jim Packer
Colleyville, Texas 76034
817-514-7291
E-mail - jim.packer@sbcglobal.net
Website - WWW.NEVADUNRAILROAD.COM

RNDR

Art Houston's
Grande Pacific Model Railroad
Houma, LA
GrandePacificModelRR.org
YouTube Channel: arthurhouston3

MID SOUTH RAILROAD CLUB
BATON ROUGE, LA
MEETINGS: EVERY TUESDAY @ 7:00PM
HO WALK AROUND WITH NCE-DCC
SANTAFE@TLXNET.NET

Next Issue
August 2016

Deadline for
submissions is
July 15

The Marker Lamp

submittals and inquiries | rileytriggs@gmail.com